Tacoma Dome Link Extension

Station Area Planning Report

December 2024

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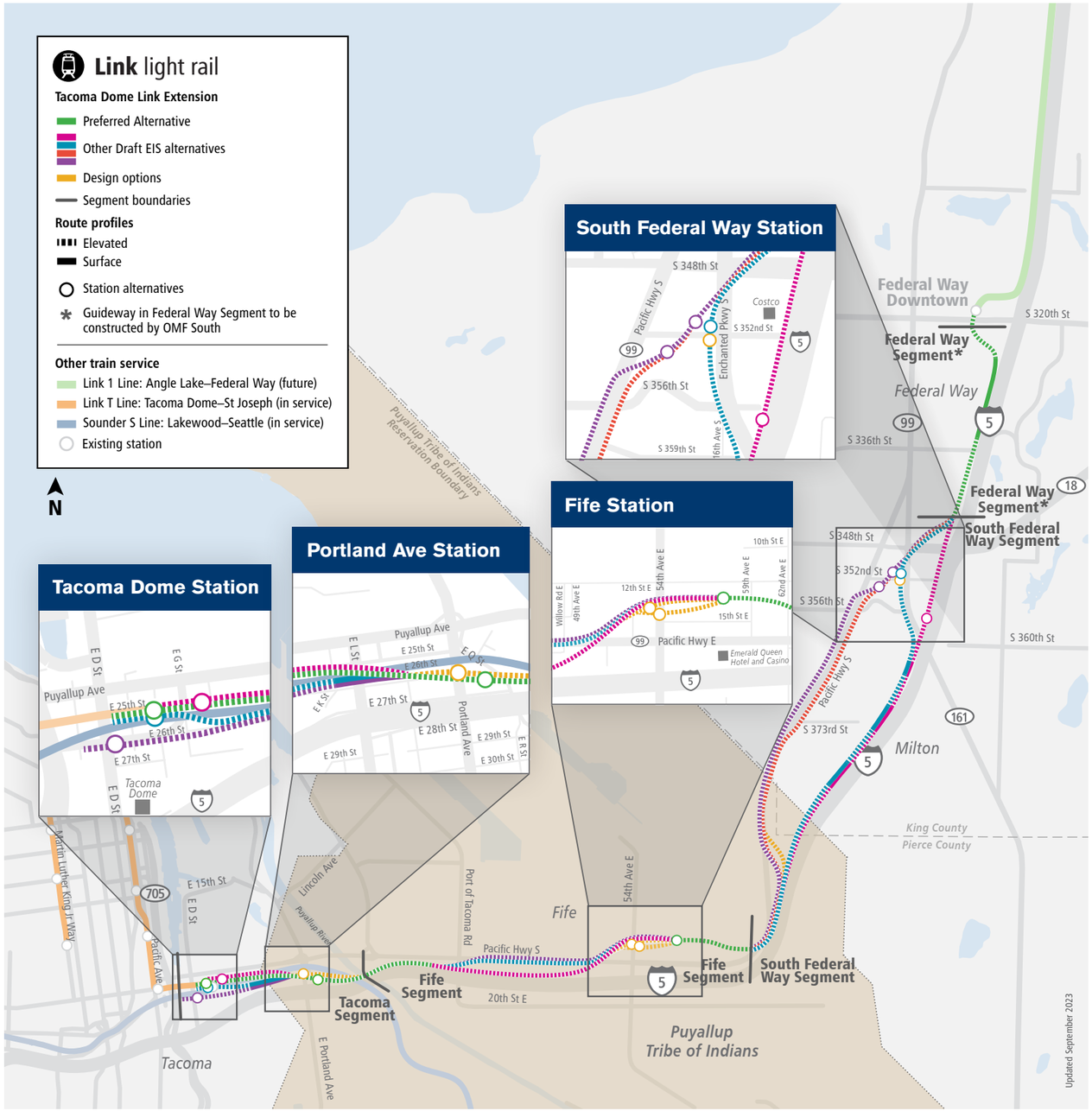


Introduction

This document is designed to introduce you to the station locations proposed for the Tacoma Dome Link Extension (TDLE), which are being analyzed in the project's Draft Environmental Impact Statement (EIS). While the Draft EIS studies the impacts and benefits of each station, this document explores how pedestrians, transit riders, cyclists, and others would access the stations and how stations fit within each neighborhood.

The ideas presented in this document incorporate the planning and design work of the project to date, developed with input from our community engagement efforts. Since the overall project design is still preliminary, station elements and details are subject to change as the environmental review and design processes progress.

Project Timeline

The TDLE project is currently in the Planning Phase, which will continue through 2027. The next opportunity for public comment will occur during the Draft EIS public comment period between December 13, 2024, and February 10, 2025. After consideration of analysis in the Draft EIS, comments received and other factors, the Board will confirm or modify the preferred alternatives for evaluation in the Final EIS. In areas where there is not currently a Preferred Alternative, the Board will identify one. The preferred alternative will be evaluated in the Final EIS along with the other Draft EIS alternatives.

ST3 APPROVAL
2016

WE ARE HERE

PLANNING
2018-2027

Alternatives development
2018-2019

- Investigation of alternatives
- Environmental scoping
- ST Board identifies preferred alternative and other EIS alternatives

Environmental review
2019-2027

Draft Environmental Impact Statement (2024)

- ST Board confirms/modifies preferred alternative
- Final Environmental Impact Statement
- ST Board selects project to be built
- Federal Record of Decision

PUBLIC INVOLVEMENT

DESIGN
2027-2029

- Final route design
- Final station designs
- Construction contract procurement
- Pertting
- Begin property acquisition

PUBLIC INVOLVEMENT

CONSTRUCTION
2029-2035

- Groundbreaking
- Periodic construction updats
- Safety education
- Testing and preoperations

PUBLIC INVOLVEMENT

FORECASTED IN-SERVICE
2035

Parking at the South Federal Way and Fife stations is forecast to open in 2038

Project Overview

TDLE is an approximately 10-mile, four-station transit line that would extend light rail from Federal Way Downtown Station to Tacoma, with stations in South Federal Way and Fife and two in Tacoma at Portland Avenue and near the Tacoma Dome.

Draft Environmental Impact Statement

An EIS describes multiple alternatives being considered for a project and how each alternative might affect adjacent neighborhoods, transportation systems, and the natural and built environment. The Federal Transit Administration is the lead federal agency under the National Environmental Policy Act (NEPA) and Sound Transit is the lead agency under the Washington State Environmental Policy Act (SEPA). The Draft EIS has been prepared to be consistent with NEPA and SEPA. The EIS process helps Sound Transit, local jurisdictions, partner agencies, and the public better understand the potential benefits and impacts of a project and identifies ways the project can avoid, minimize, or mitigate impacts, both during construction and operation of the light rail line.

Station Locations

The EIS also evaluates multiple station locations. Some alternative guideway alignments and stations have been identified as part of the "preferred alternative" by the Sound Transit Board of Directors in 2019 (Motions M2019-75 and M2019-77) based on community stakeholder and partner input in the Alternatives Development phase. The Sound Transit Board will confirm or modify a preferred alternative based on the results of the Draft EIS and input received during the public comment period. The Preferred Alternative will be evaluated in the Final EIS along with the other Draft EIS alternatives. The board will select the project to be built after publication of the Final EIS.

Station Planning

Station planning involves planning and designing a station in such a way that it is well-situated in a neighborhood, offers different ways for riders to access the station, and allows for future neighborhood growth that both boosts transit ridership and supports local goals. We work to understand how people would get to the station—for instance, walking, biking, taking the bus, or being dropped off—and identify ways to make these trips safer and more convenient. We also want to be sensitive to how the context around the station may evolve in response to high-capacity transit. In many cases, communities plan for new housing, commercial or retail uses, and other development near our Link stations.

Walking, biking, and rolling to the station

The station area would be designed to make it easy to get to and move through the station area while walking, biking, or rolling. This can be accomplished by locating station entrances so they are easy to navigate to and by offering connections to safe biking and walking routes in the neighborhood.

Connecting to the station

For passengers arriving to the station by bus, rail, taxi, rideshare, or drop-off, the transfer to light rail should be safe and easy to navigate. Sound Transit prioritizes walking, biking, and transit transfers over other vehicle modes.

Living and working near the station

Adding a light rail station to a neighborhood can introduce new opportunities to add different types of housing, new shopping, employment opportunities, and other public spaces. Sound Transit strives to support equitable transit oriented development (TOD) around the stations, with a priority on affordable housing and other uses that benefit communities.

Access to Stations

The Station Access Allowance Program

Sound Transit is committed to offering multiple ways for our passengers to access our stations, with priority for nonmotorized modes. Walking, biking, and rolling connections to transit are integral to maintaining and increasing transit ridership and achieving our goals for environmental stewardship and sustainability. Beyond the immediate station footprints, the Sound Transit 3 plan includes funding to support improved and expanded nonmotorized access facilities in surrounding communities, provided that facilities directly improve access to our Link light rail stations. The funding resource is called the "Station Access Allowance."

TDLE's Station Access Allowance funds can be applied to various projects, such as:

- completing gaps in and expanding the network of sidewalks;
- improving street crossings for pedestrians;
- installing Americans with Disabilities Act (ADA)-compliant facilities;
- enhancing wayfinding and lighting;
- adding bicycle facilities (such as bicycle lanes) and multiuse paths; and
- providing other treatments that decrease barriers and increase safety for nonmotorized modes.

Developing potential Station Access Allowance projects in each station area

As part of the preliminary identification and evaluation of TDLE Station Access Allowance projects, outreach activities included coordination and collaboration with the Puyallup Tribe of Indians and local jurisdictions, which resulted in an initial list of potential Station Access Allowance nonmotorized projects.

Station Access Allowance nonmotorized projects are identified by examining existing nonmotorized infrastructure in station areas and performing a review of local plans to improve and expand these facilities. We also gathered local perspectives on these projects during our community engagement efforts.

This report includes a brief description and map of the potential projects identified for each station area. This list is preliminary; Sound Transit will continue to coordinate with the public and partner jurisdictions and agencies to refine projects as the TDLE project progresses. We will work with partner tribes, jurisdictions, and agencies to prioritize the projects.

Once the access projects have been identified, the local agency will complete the appropriate environmental review.

Implementing Station Access Allowance projects

With a limited amount of Station Access Allowance funds available for TDLE, our goal is to leverage our contributions with additional funds from Tribal, local, regional, state, federal, and other sources. These additional funds are anticipated to be secured by cities and other stakeholders along the light rail extension corridor, and Sound Transit will assist in this effort through coordination and partnership with them.

Ultimately, the Sound Transit Board of Directors will select which nonmotorized access projects would receive Station Access Allowance funds. This could occur upon or after publication of the Final EIS, though the specific process and timing of project identification and the application of the Station Access Allowance funds has not yet been determined and could be affected by many factors.

Nonmotorized

includes human-powered transportation such as walking, bicycling, riding scooters, and using wheelchairs, but may also include power-assisted vehicles that are allowable within the same infrastructure, such as power-assisted wheelchairs, e-scooters, and other forms of micromobility.

Delayed delivery of TDLE parking facilities

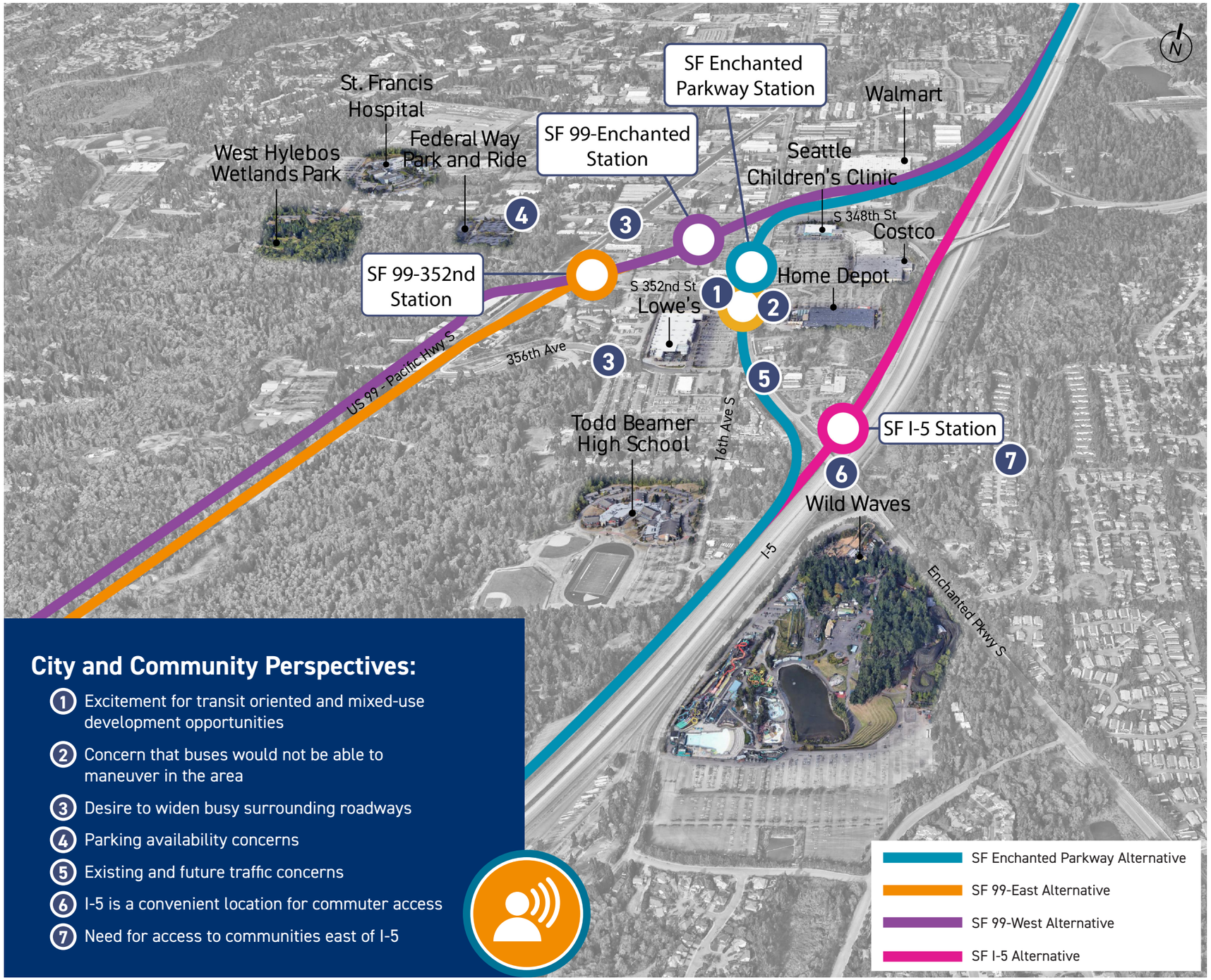
The steep rise in construction and real estate costs in the region have driven up cost estimates for future transit expansion projects. In response, the Sound Transit Board adopted a realignment plan in August 2021 that will serve as a framework for delivering agency system expansions as rapidly as possible. The plan delayed some elements of the transit expansion program.

For TDLE, this means that the parking facilities associated with South Federal Way and Fife stations would be delayed by as much as 3 years after the transit project opens. The station concepts presented in this report reflect our work to design station locations with all possible station components, including potential parking facilities to be delivered according to the Board's realignment plan.

At the Board's direction, we will work to identify flexible, innovative, and affordable methods to get passengers to transit stations where parking has been delayed. The Board also established an annual review program to review any shifts in the Agency's financial picture and potential ability to advance any delayed program elements. Learn more about realignment on the Sound Transit website: **https://www.soundtransit.org/system-expansion/realignment**.

South Federal Way Station Area Context

The South Federal Way station area is centered on the commercial area southwest of the I-5/S 348th Street interchange. There are four potential station locations being studied: SF Enchanted Parkway Station, SF 99-Enchanted Station, SF 99-352nd Station near S 352nd Street, and SF I-5 Station, where Enchanted Parkway S crosses I-5. There is also a station design option associated with SF Enchanted Parkway called the SF 352nd Span Station Option. The combined station area is currently home to some 13,000 residents in both single- and multi-family developments. In the areas closest to each station location, commercial activities are the closest neighbors. Todd Beamer High School is located to the south of the station locations, while St. Francis Hospital and a Seattle Children's clinic are located northwest and northeast, respectively. A King County Metro park-and-ride lot is located on S 348th Street to the west of Pacific Highway S, adjacent to the West Hylebos Creek Wetlands Park.



City and Community Perspectives:

1. Excitement for transit oriented and mixed-use development opportunities
2. Concern that buses would not be able to maneuver in the area
3. Desire to widen busy surrounding roadways
4. Parking availability concerns
5. Existing and future traffic concerns
6. I-5 is a convenient location for commuter access
7. Need for access to communities east of I-5

South Federal Way Station Area Context

FORECASTED DAILY STATION BOARDINGS

1,800

22% Southbound

78% Northbound

*2042 forecasted

FORECASTED MODE OF ACCESS

*2042 forecasted

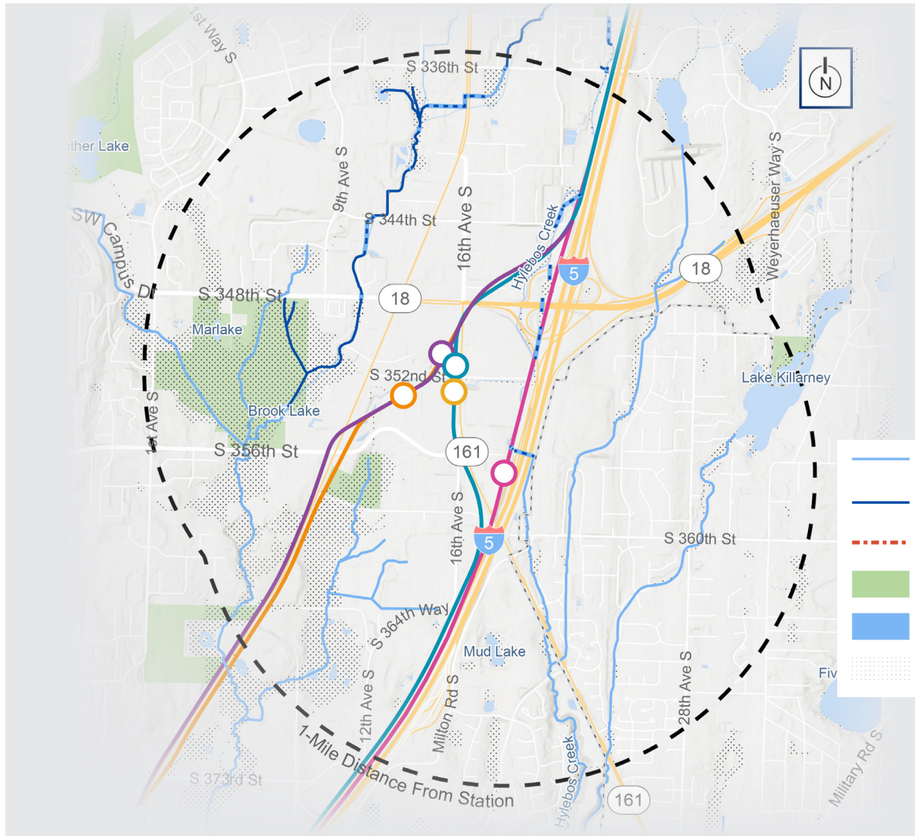
FORECASTED LIVING AND WORKING within 1 mile of station

8,400 employees

15,000 people

IN

5,200 housholds



Stream
Stream (Open Channel)
Fault
Park
Water
Wetland

Natural Context:

Several creeks, wetlands, and waterbodies surround the South Federal Way station area, which is within the West Hylebos Creek Subbasin. There are greater elevation changes near the SF I-5 Station compared to the other station locations that may cause minor slope challenges. The area immediately surrounding the station locations is dominated by urban development; however, along I-5 and to the south of the South Federal Way station locations are areas of mature native forest and wetland vegetation. The station area has a low susceptibility to seismic hazards, with low potential for liquefaction.

Historic Context:

The development of Federal Way is closely linked with the evolution of transportation corridors through southern King County. In the 1850s, the U.S. Army developed a military road between two early Puget Sound military installations, Fort Steilacoom and Fort Bellingham. In the late 19th and early 20th century, small settlements, such as Stone's Landing, Buenna, and Adelaide, grew along the route of the early military road, which was later redeveloped as US 99 in the 1920s. Development along the highway increased in the mid-20th century, with the Federal Way area becoming a hub for transportation-related developments such as restaurants and hotels. This trend continued following the construction of I-5 parallel to the US 99 route in the 1960s. The City of Federal Way was incorporated in 1990.

Pacific Highway (1958)
Source: Historical Society of Federal Way

Military Road near Five Mile Lake
Source: Museum of History and Industry, Seattle

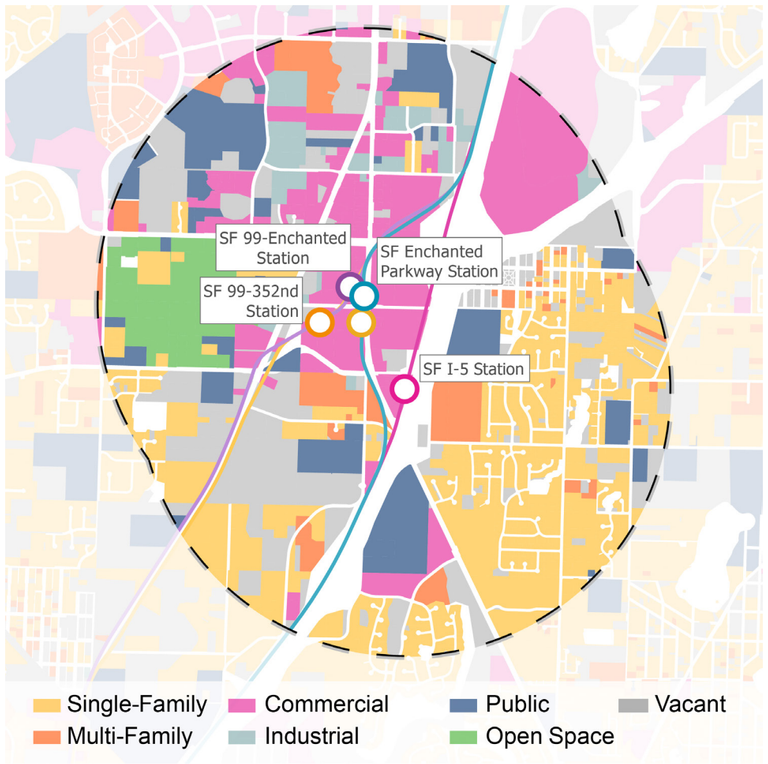
South Federal Way Station Area Context

Land Use

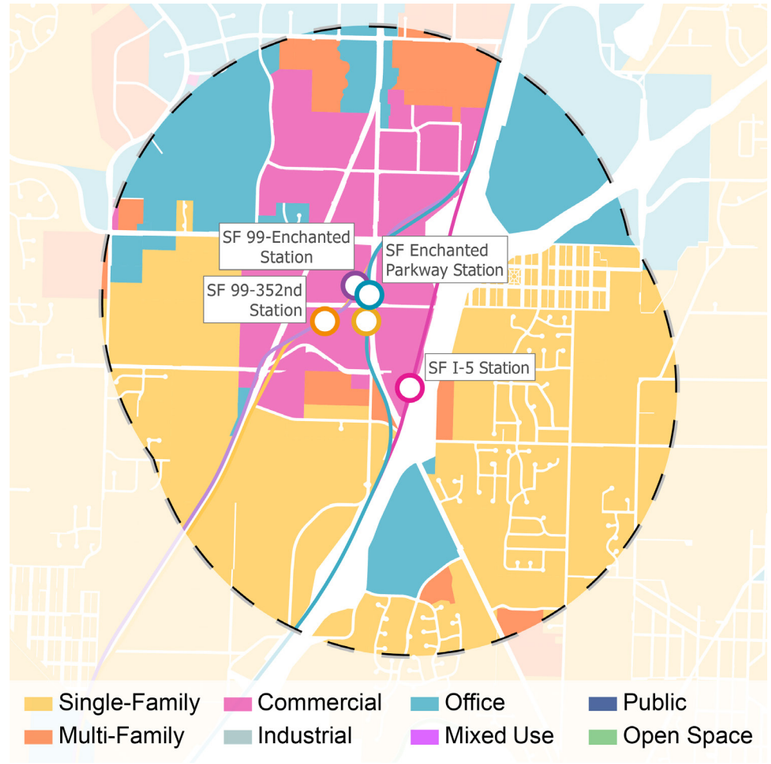
Land Use and Zoning Context

The South Federal Way station locations are located in a primarily auto-oriented commercial district, including several shopping centers along Enchanted Parkway S. The existing land uses near each station vary, but each is located in the Commercial Enterprise zoning district, which allows uses including retail, manufacturing and production, material processing, storage, office, and other commercial activities. Existing, predominantly single-family residential areas are located west and east of the commercial district centered on Pacific Highway S and Enchanted Parkway S. There is limited opportunity for higher-density multi-family residential to be built near either station, based on existing zoning.

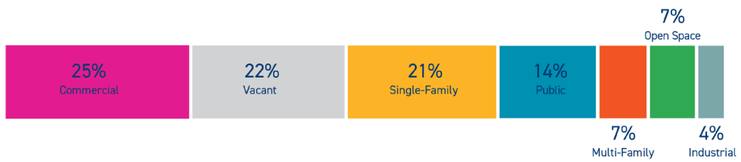
Existing Land Uses within 1 Mile



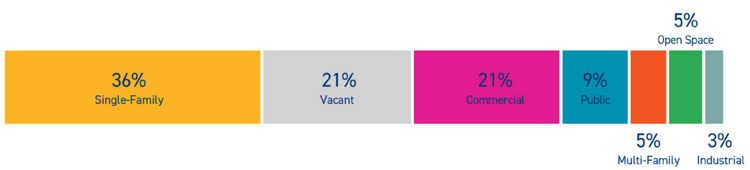
Zoning within 1 Mile



SF Enchanted Parkway Station



SF I-5 Station



Derived from King County Land Use data, 2019

Zoning Characteristics

Zone	Allowed Uses		
Single-Family	Single-Family homes	Manufactured homes	Parks and recreation
	Townhouses	Special needs housing	Public facilities and amenities
	Accessory dwelling units		
Multi-Family	Office	Education	Public facilities and amenities
	Retail and entertainment	Medical, nursing homes	
Commercial Enterprise	Manufacturing and production	Storage, warehouse, distribution	Hotel/motel
	Material and waste processing	Office	Public facilities and amenities
		Retail and entertainment	
Office Park	Office	Education	Public facilities and amenities
	Retail and entertainment	Medical, nursing homes	

South Federal Way Station Area Context

Walking, Biking, and Transit Options

SF Enchanted Parkway Station

Existing Transit Service

22

bus stops within 1/2 mile

Service to:
Federal Way Transit Center
Tacoma
South Hill
Puyallup
Fife
Milton
Edgewood

Pedestrian Infrastructure

79%

Roads with Sidewalks
(within 1/2 mile of station)

6 miles existing sidewalk

33 sidewalk gaps

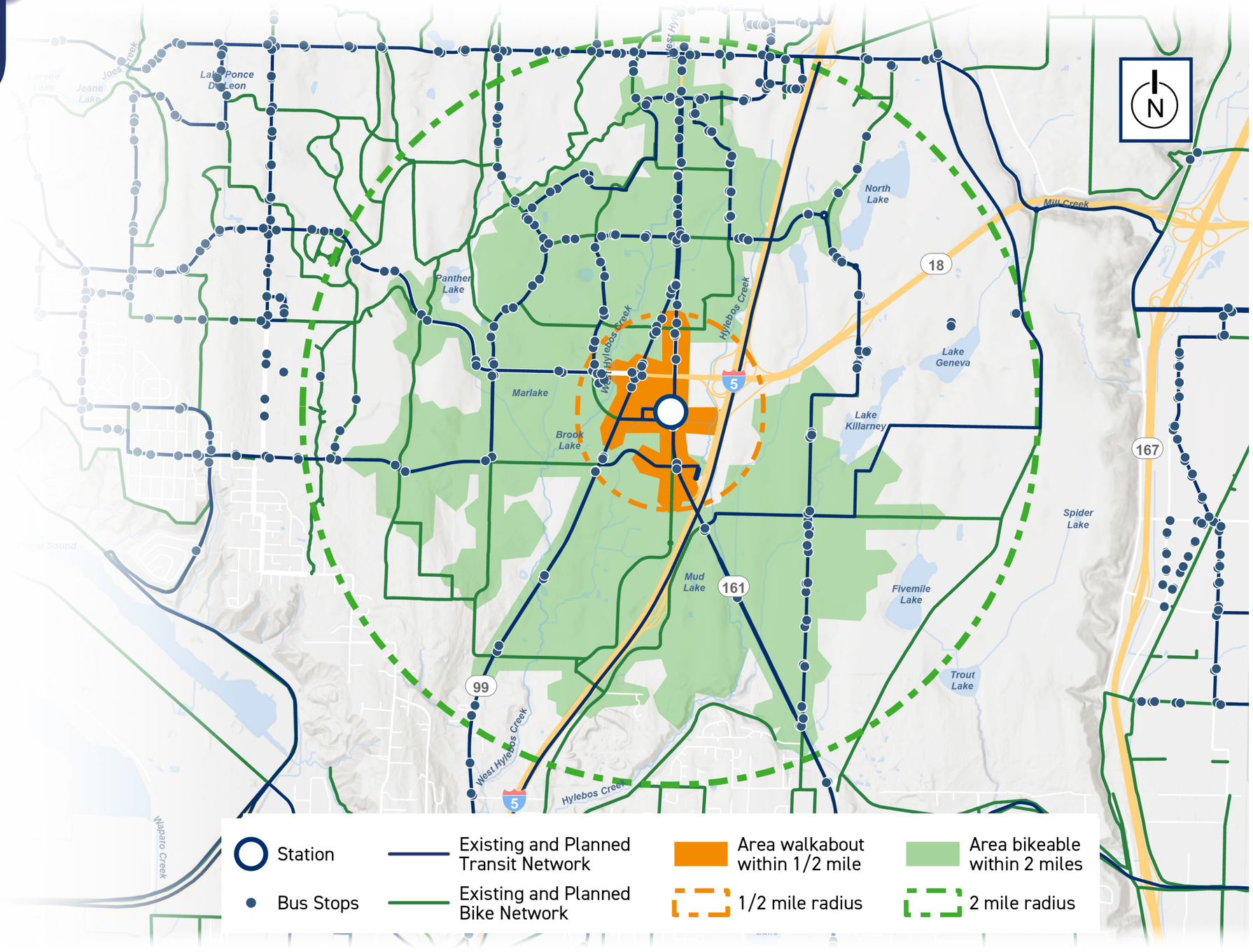
Bicycle Infrastructure

19%

Roads with Bicycle Facilities
(within 2 miles of station)

8 miles existing facilities

24 miles planned



"Existing" information is current as of February 2022.

South Federal Way Station Area Context

Walking, Biking, and Transit Options

SF I-5 Station

Existing Transit Service

bus stops within 1/2 mile

Service to:
Federal Way Transit Center
Tacoma
South Hill
Puyallup
Fife
Milton
Edgewood

Pedestrian Infrastructure

Roads with Sidewalks
(within 1/2 mile of station)

4 miles existing sidewalk

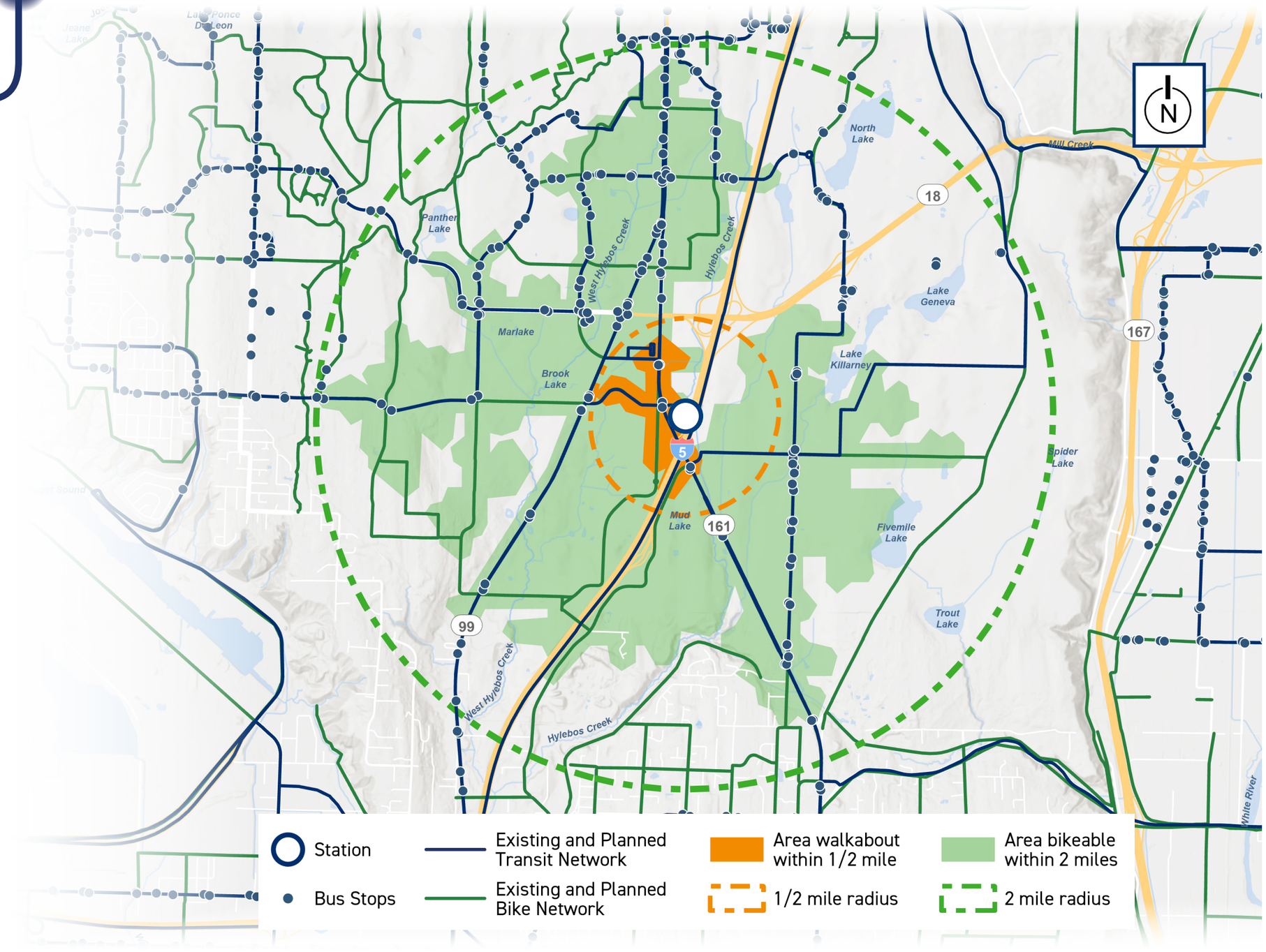
133 sidewalk gaps

Bicycle Infrastructure

Roads with Bicycle Facilities
(within 2 miles of station)

6 miles existing facilities

23 miles planned



"Existing" information is current as of February 2022.

South Federal Way Station Area Context

Walking, Biking, and Transit Options

SF 99-Enchanted Station

Existing Transit Service

bus stops within 1/2 mile

Service to:
Federal Way Transit Center
Tacoma
South Hill
Puyallup
Fife
Milton
Edgewood

Pedestrian Infrastructure

Roads with Sidewalks
(within 1/2 mile of station)

existing sidewalk

16

sidewalk gaps

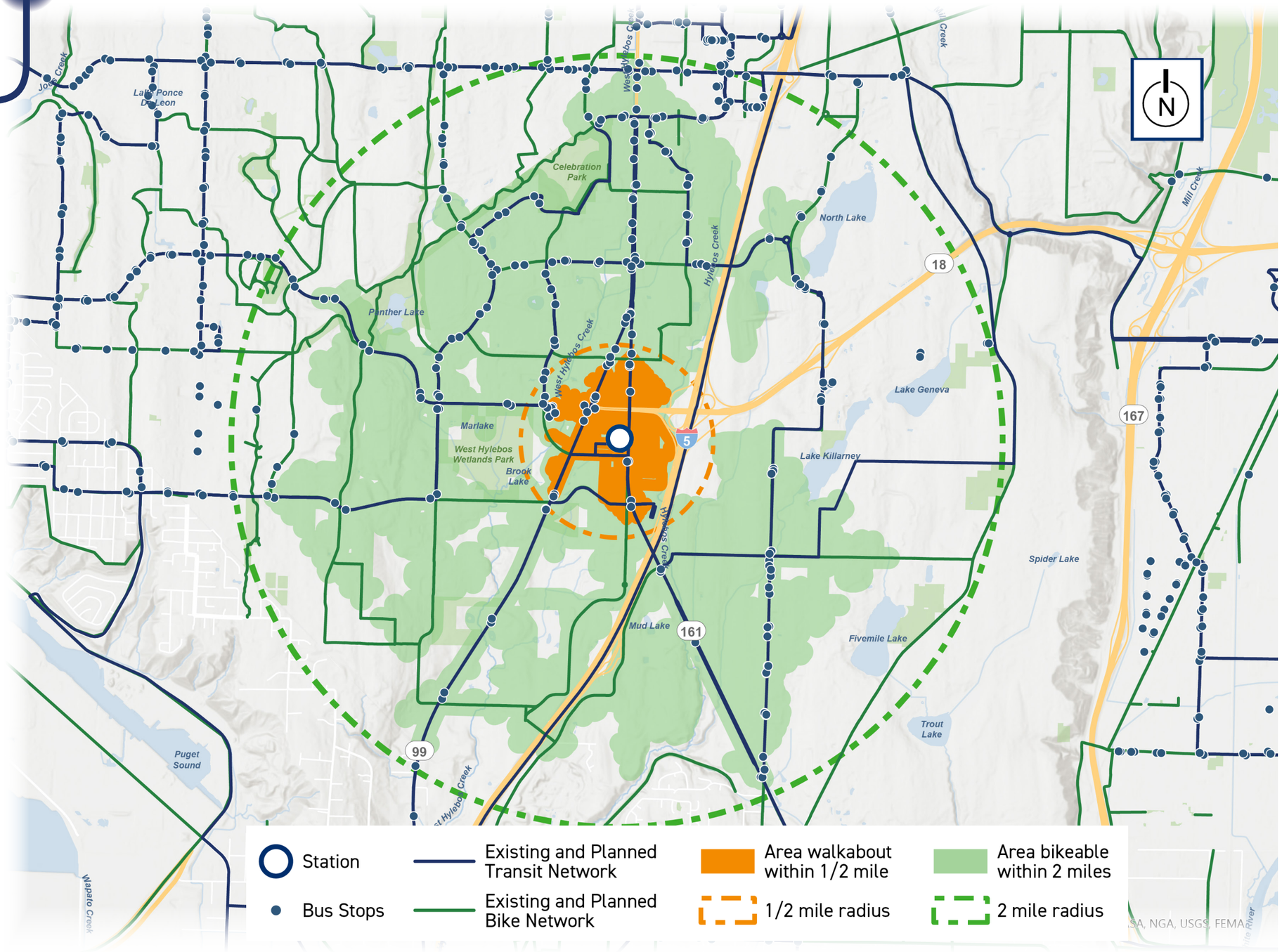
Bicycle Infrastructure

Roads with Bicycle Facilities
(within 2 miles of station)

existing facilities

25

miles planned



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South Federal Way Station Area Context

Walking, Biking, and Transit Options

SF 99-352nd Station

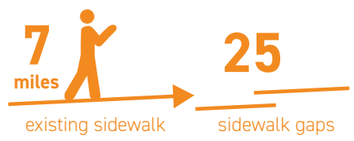
Existing Transit Service

bus stops within 1/2 mile

Service to:
Federal Way Transit Center
Tacoma
South Hill
Puyallup
Fife
Milton
Edgewood

Pedestrian Infrastructure

Roads with Sidewalks
(within 1/2 mile of station)



existing sidewalk

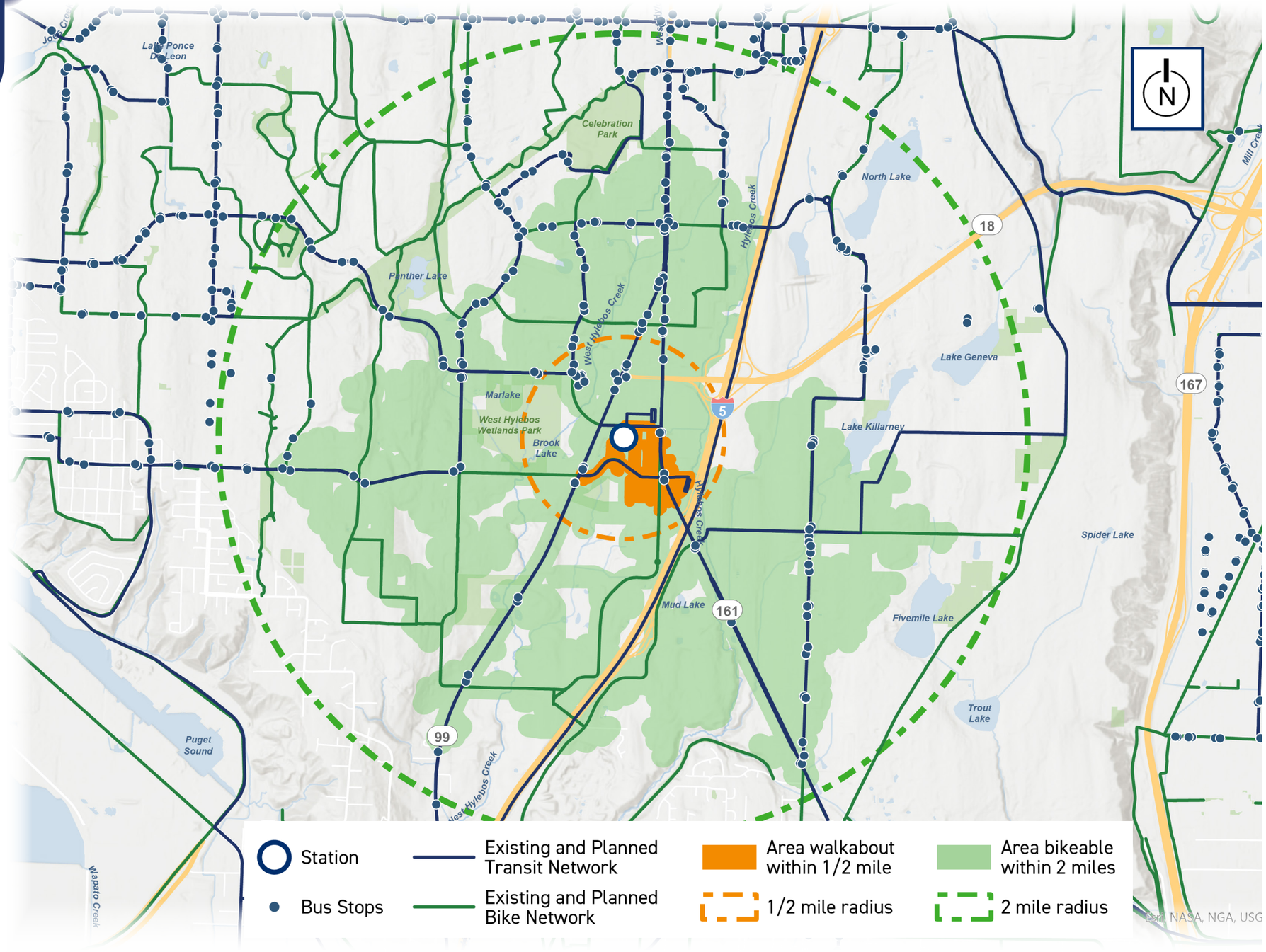
sidewalk gaps

Bicycle Infrastructure

Roads with Bicycle Facilities
(within 2 miles of station)

existing facilities

miles planned



"Existing" information is current as of February 2022.

South Federal Way Station Area Context

Nonmotorized Station Access Projects

This initial list of potential Station Access Allowance nonmotorized access projects in the South Federal Way station area was developed by examining existing nonmotorized infrastructure near the stations, and reviewing of local plans for improving and expanding these facilities. We also gathered local perspectives on these projects during our community engagement efforts.

This list is preliminary; Sound Transit will continue to coordinate with the public, jurisdictions, transit agency partners, and the Puyallup Tribe to add, remove, modify or refine projects as the TDLE project progresses. We will work with partner jurisdictions and agencies to evaluate and prioritize the projects.

With a limited amount of Station Access Allowance funds available for TDLE, the goal is to leverage Sound Transit contributions with additional funds from local, regional, state, federal, and other sources. These additional funds are anticipated to be secured by cities and other stakeholders along the light rail extension corridor, and Sound Transit will assist in this effort through coordination and partnership with them.

Intersection Projects

These projects include improvements such as signal modifications to make it safer and easier for pedestrians and bicyclists to use the intersection; modifications to or installation of curb ramps, sidewalks, median waiting islands, and crosswalks; and bicycle safety improvements such as striping and signage.

- SF 1 S 352nd Street and Enchanted Parkway S Intersection Pedestrian and Bicycle Improvements
- SF 2 S 356th Street and Enchanted Parkway S Intersection Pedestrian and Bicycle Improvements
- SF 3 Enchanted Parkway S and I-5 Off-Ramp Intersection Pedestrian and Bicycle Improvements
- SF 4 Enchanted Parkway S and Milton Road S Intersection Pedestrian and Bicycle Improvements
- SF 7 S 348th Street and Pacific Highway Intersection Pedestrian Improvements
- SF 8 S 348th Street and Enchanted Parkway S Intersection Pedestrian Improvements

Crossing Projects

These projects include improvements to facilitate crossings that pose a barrier, such as major roadways and highways or areas with terrain challenges.

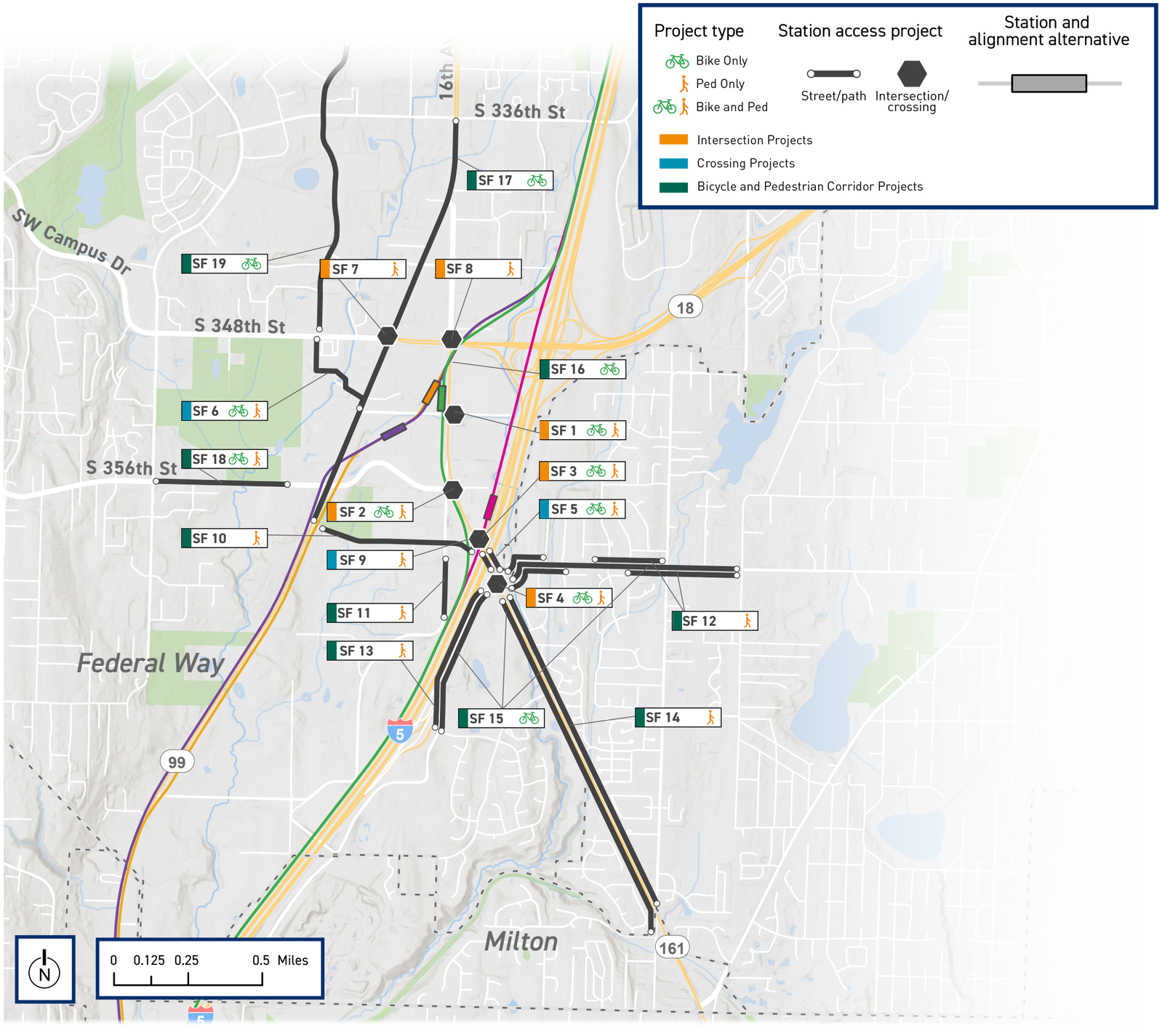
- SF 5 I-5 Nonmotorized Bridge near Enchanted Parkway S
- SF 6 West Hylebos Wetlands Trail between South Federal Way Park and Ride and Pacific Highway S
- SF 9 S 359th Street Stairs to Enchanted Parkway S

South Federal Way Station Area Context

Bicycle and Pedestrian Corridor Projects

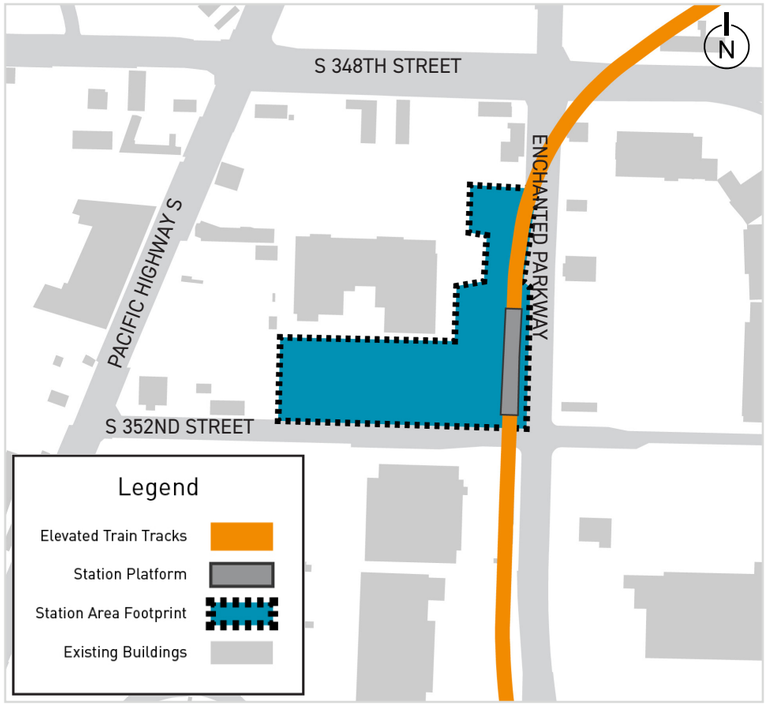
These projects include the construction of bicycle facilities, such as bicycle lanes, and/or sidewalks.

- **SF 10** S 359th Street Sidewalks (both sides between Pacific Highway S and Enchanted Parkway S)
- **SF 11** 16th Avenue S Sidewalks (east side between S 359th Street and S 364th Way)
- **SF 12** S 360th Street/20th Avenue S Sidewalks (both sides between Enchanted Parkway S and neighborhoods)
- **SF 13** Milton Road S Sidewalks (west side between Enchanted Parkway S and S 359th Street)
- **SF 14** Enchanted Parkway S Sidewalks (both sides, Milton Road S to the southeast)
- **SF 15** SR 161 Bike Lanes to terminus of Interurban Trail on S 380th Street and on Milton Road S (southbound), and 20th Avenue S/S 360th Street
- **SF 16** Enchanted Parkway S Bike Lanes between S 348th Street and I-5
- **SF 17** Pacific Highway S Bike Lanes between S 336th Street and S 359th Street (or parallel route – combination of SF 6 and SF 19)
- **SF 18** S 356th Street Nonmotorized Improvements between SR 99 and 1st Avenue S (would be constructed as part of roadway widening project)
- **SF 19** 9th Avenue S Bicycle Improvements between S 348th Street and S 332nd Street at Celebration Park (connects to SF 6)



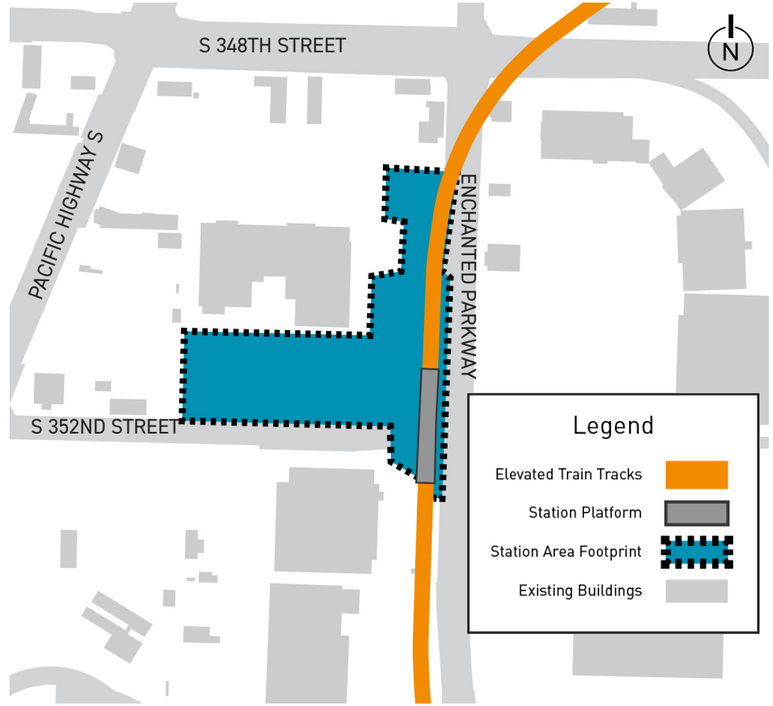
South Federal Way Stations

There are four station locations in South Federal Way: the SF Enchanted Parkway Station, SF I-5 Station, SF 99-Enchanted Station, and SF 99-352nd Station. There is also a station design option called the SF 352nd Span Station Option. The stations and the light rail guideway would be elevated through the entire South Federal Way station area. The following pages illustrate the distinct layout of each station, which includes the footprint for parking.



SF Enchanted Parkway Station

The SF Enchanted Parkway Station would be located on the northwest corner of S 352nd Street and Enchanted Parkway S. The SF Enchanted Parkway Station would be an elevated station with a mezzanine and a center platform.

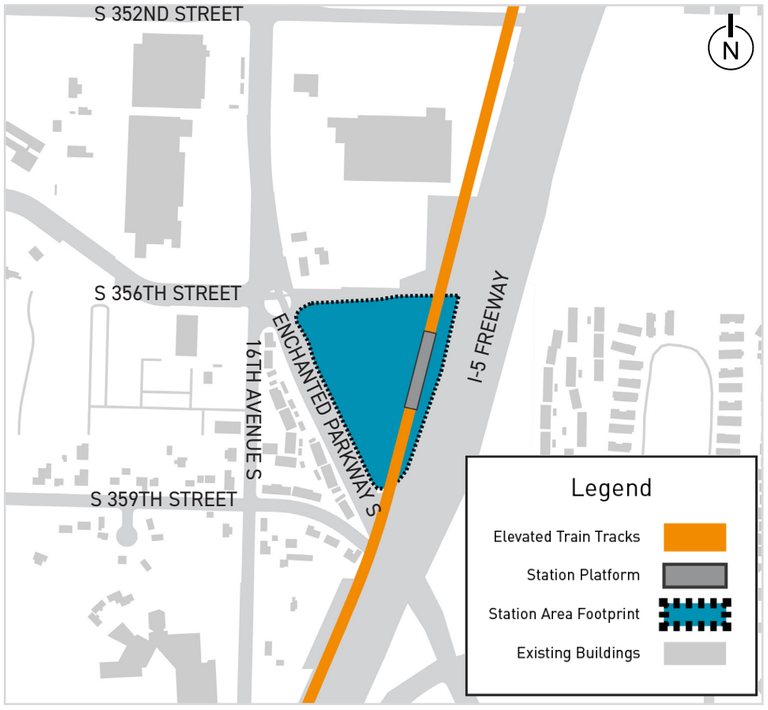


SF 352nd Span Station Option

The SF 352nd Span Station Option would be located at the intersection of S 352nd Street and Enchanted Parkway S. The station platform would be located over S 352nd Street, with station entrances on both the north and south sides of the street.

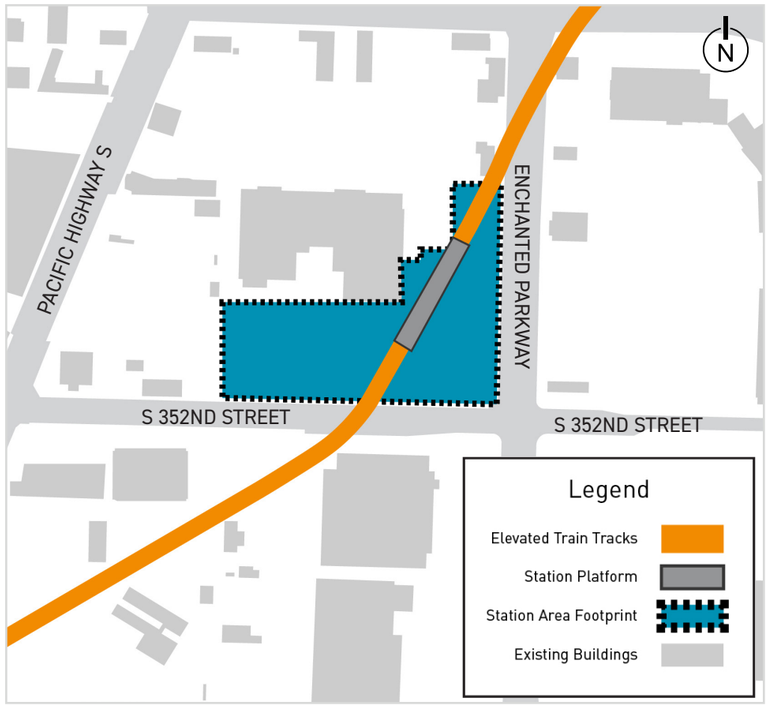
Note that the station area footprint includes all potential construction staging areas as well as space needed to accommodate parking.

South Federal Way Stations



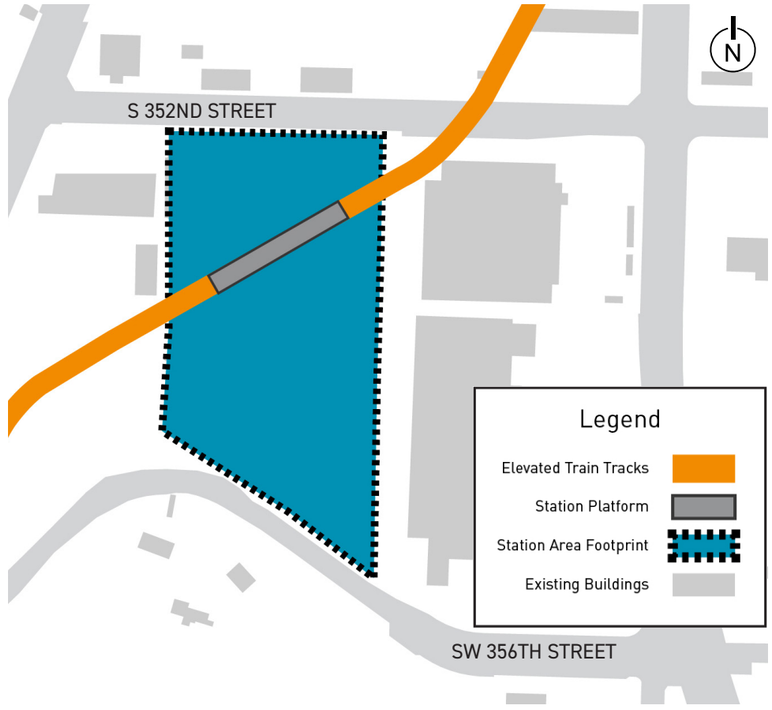
SF I-5 Station

The SF I-5 Station would be located adjacent to I-5 near the intersection of Enchanted Parkway S and S 356th Street. The SF I-5 Station would be an elevated station with a center platform.



SF 99-Enchanted Station

The SF 99-Enchanted Station would be located on the northwest corner of S 352nd Street and Enchanted Parkway S. This station would span diagonally across the station site and be an elevated platform with station entrances at both ends of the platform.



SF 99-352nd Station

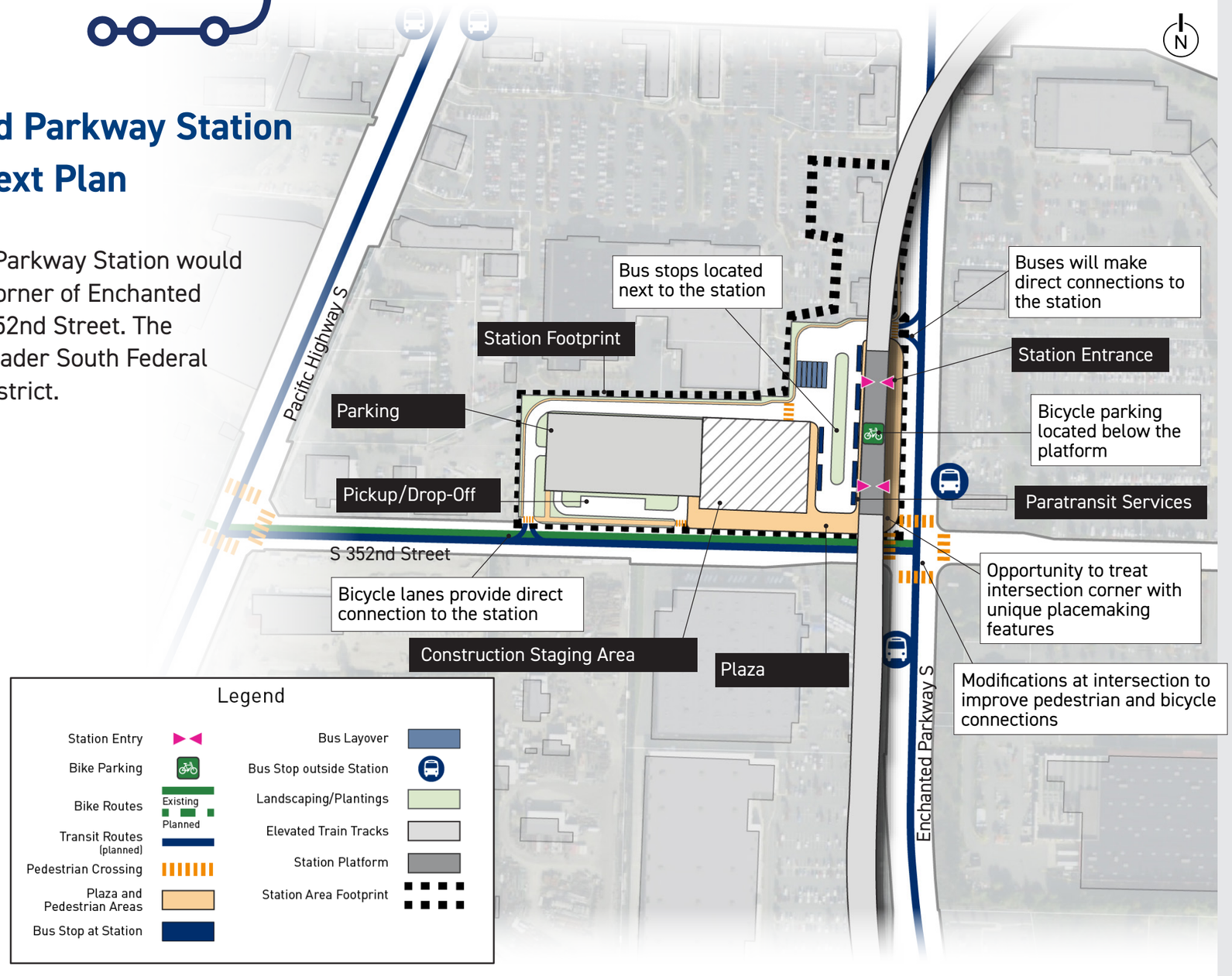
The SF 99-352nd Station would be located between SR 99 and Enchanted Parkway S. The northern and southern edges of the station would be bounded by S 352nd Street and S 356th Street. This station would be an elevated platform with station entrances at both ends of the platform.

Note that the station area footprint includes all potential construction staging areas as well as space needed to accommodate parking.

South Federal Way Stations

SF Enchanted Parkway Station Station Context Plan

The SF Enchanted Parkway Station would be located on the corner of Enchanted Parkway S and S 352nd Street. The station is in the broader South Federal Way commercial district.

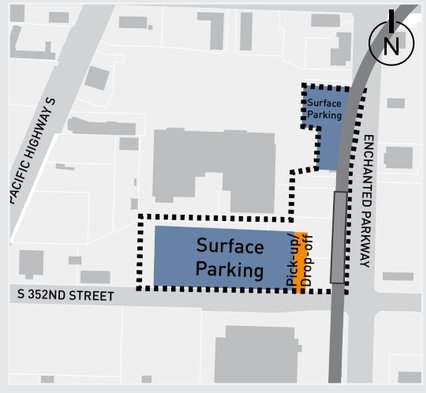


Parking Options

The South Federal Way station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information). Parking facilities associated with South Federal Way would be delayed by as much as 3 years after the transit project opens.

We have prepared conceptual layouts for both surface parking and garage options for the SF Enchanted Parkway Station.

Garage Parking Option

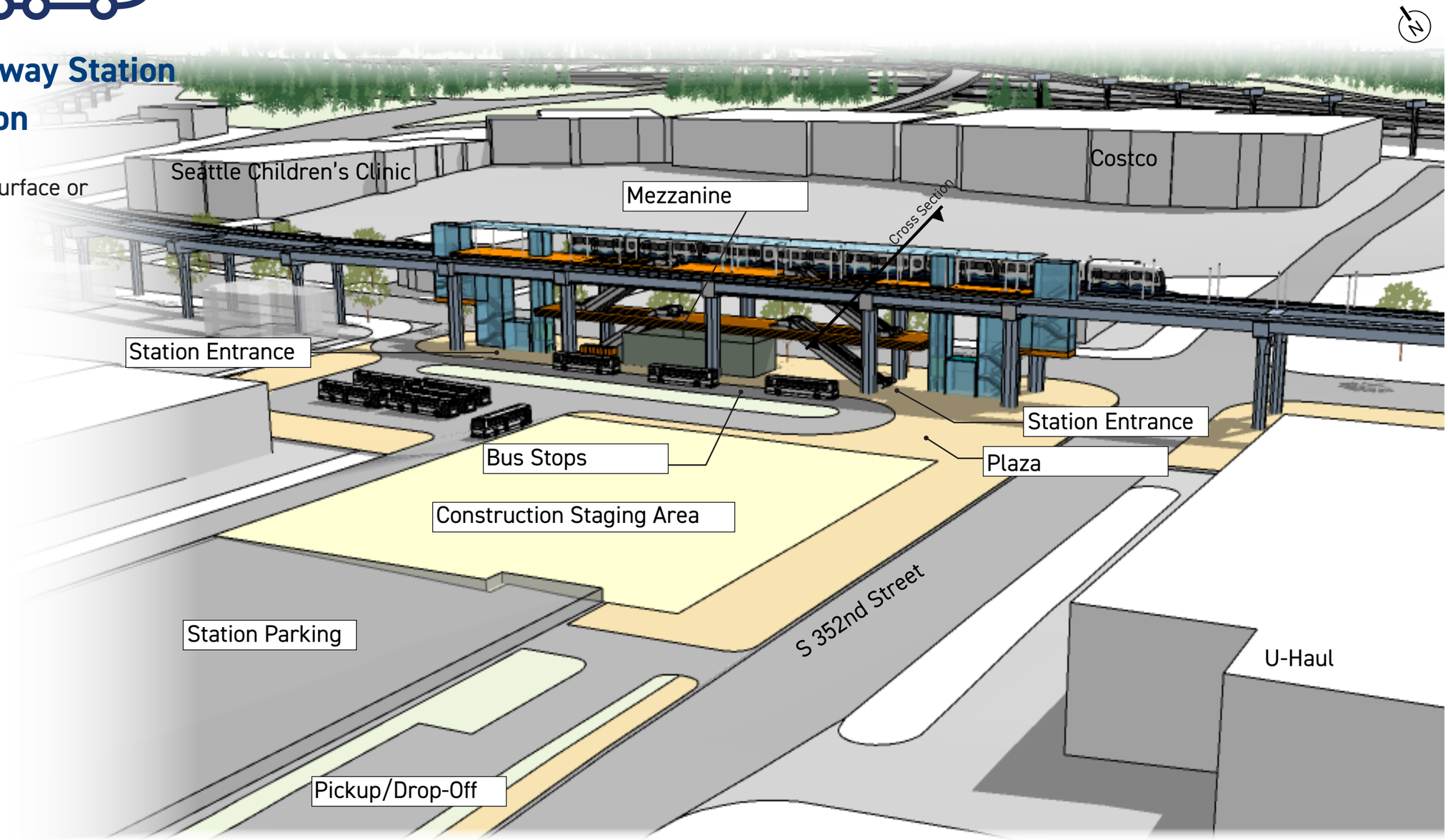


Surface Parking Option

South Federal Way Stations

SF Enchanted Parkway Station
A Look at the Station

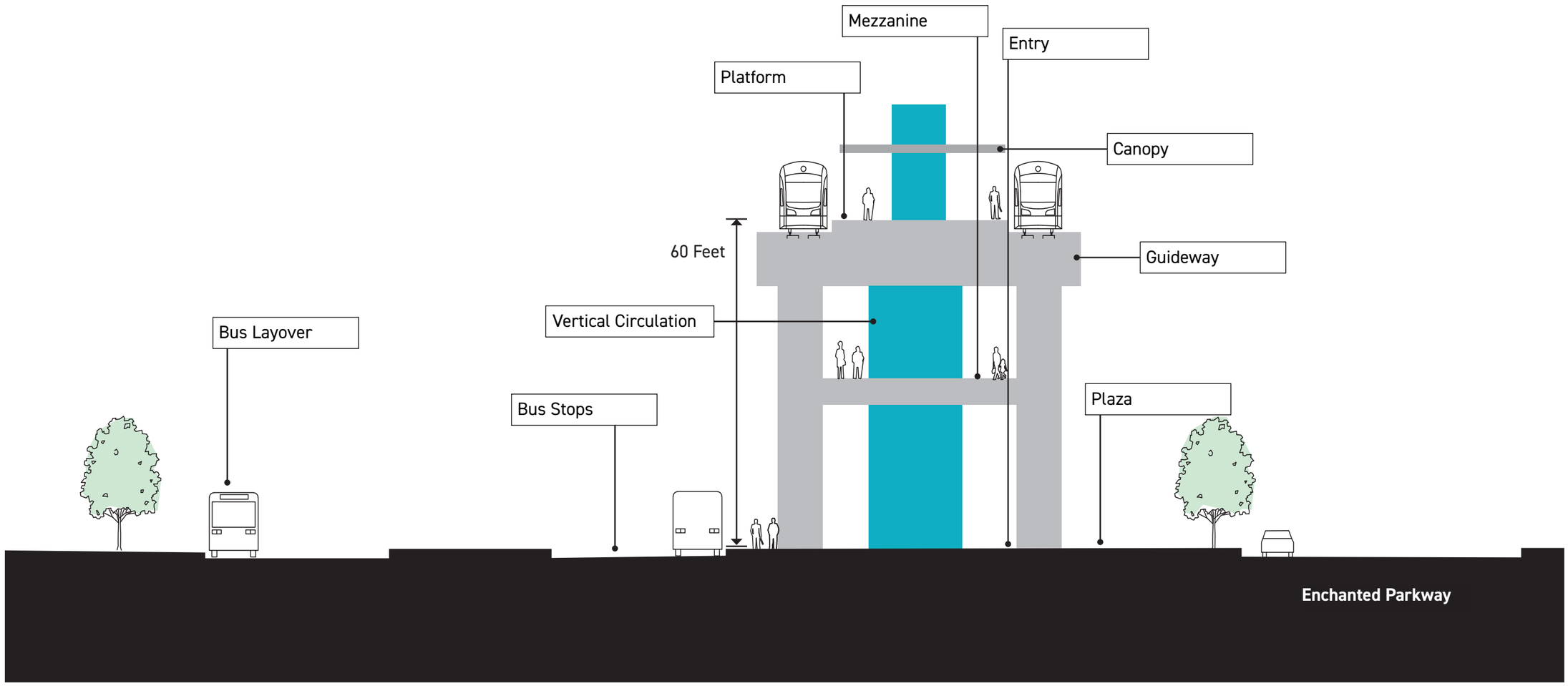
Note: Parking could be in a surface or structured configuration.



Aerial View of the Station

South Federal Way Stations

SF Enchanted Parkway Station
A Look at the Station

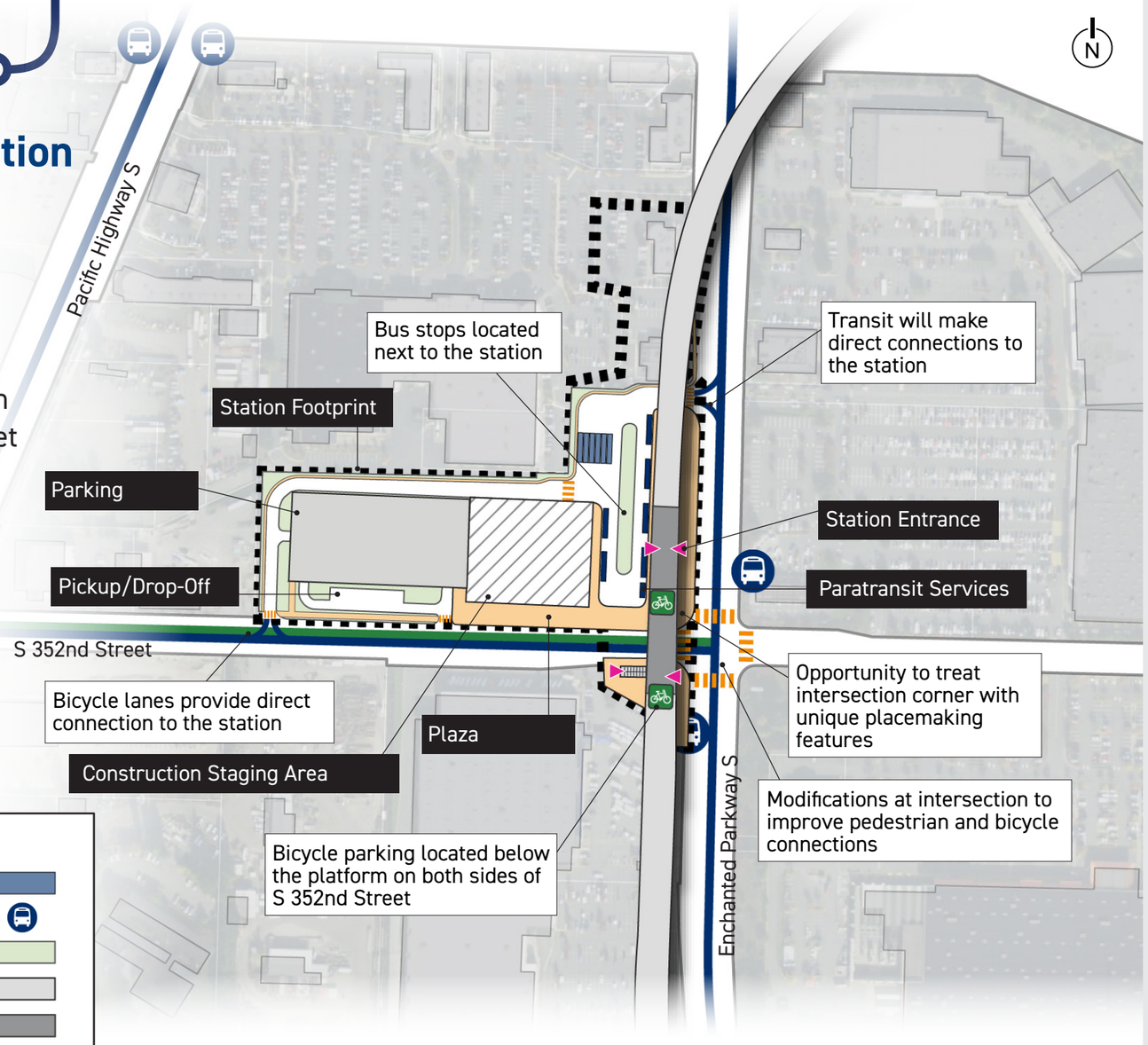


Station Cross Section - Looking North

South Federal Way Stations

SF 352nd Span Station Option Station Context Plan

The SF 352nd Span Station Option is a design option that would provide a different configuration of the SF Enchanted Parkway Station. This station design option would span S 352nd Street at Enchanted Parkway S. There would be entrances to the station on both the northwest and southwest corner of the intersection at S 352nd Street and Enchanted Parkway S.


Pacific Highway S
Bus stops located next to the station
Transit will make direct connections to the station
Station Footprint
Parking
Station Entrance
Pickup/Drop-Off
Paratransit Services
S 352nd Street
Bicycle lanes provide direct connection to the station
Opportunity to treat intersection corner with unique placemaking features
Plaza
Construction Staging Area
Modifications at intersection to improve pedestrian and bicycle connections
Bicycle parking located below the platform on both sides of S 352nd Street
Enchanted Parkway S
N

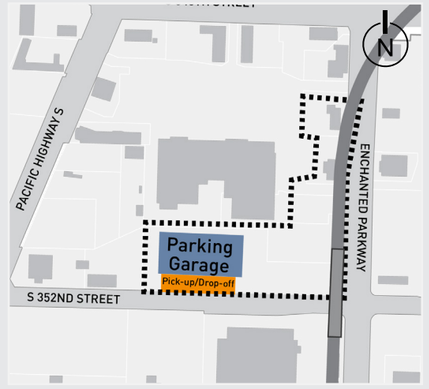
Legend

- Station Entry
- Bike Parking
- Bike Routes (Existing, Planned)
- Transit Routes (planned)
- Pedestrian Crossing
- Plaza and Pedestrian Areas
- Bus Stop at Station
- Bus Layover
- Bus Stop outside Station
- Landscaping/Plantings
- Elevated Train Tracks
- Station Platform
- Station Area Footprint

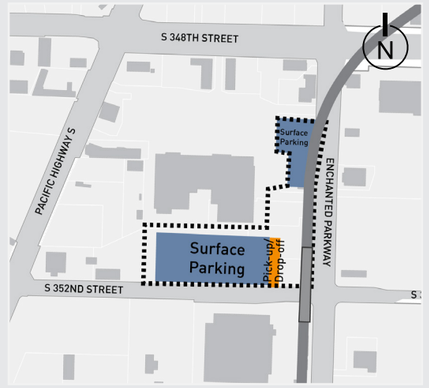
Parking Options

The South Federal Way station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information). Parking facilities associated with South Federal Way would be delayed by as much as 3 years after the transit project opens.

We have prepared conceptual layouts for both surface parking and garage options for the SF 352nd Span Station Option.



Garage Parking Option



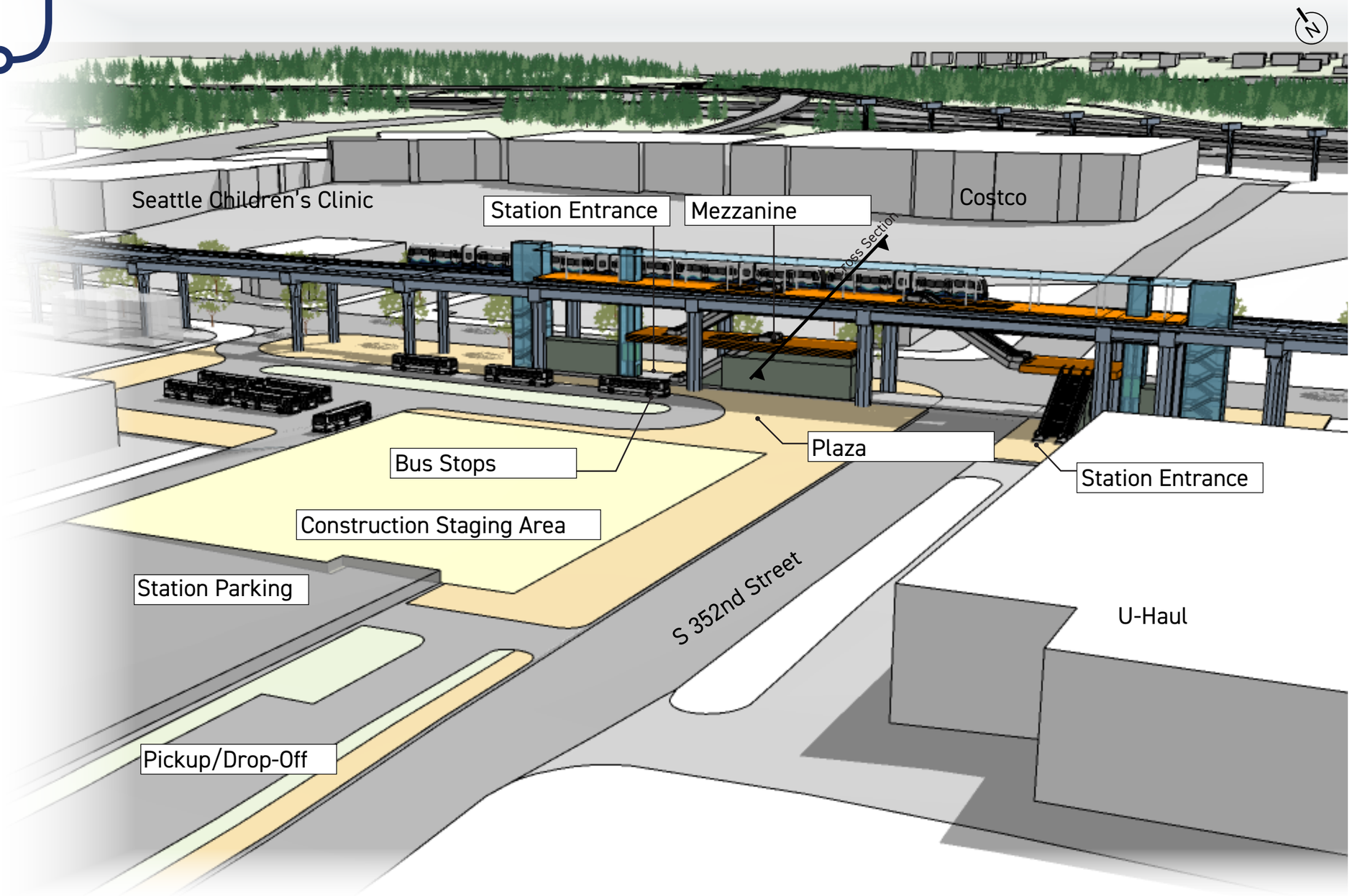
Surface Parking Option

South Federal Way Stations

SF 352nd Span Station Option

A Look at the Station

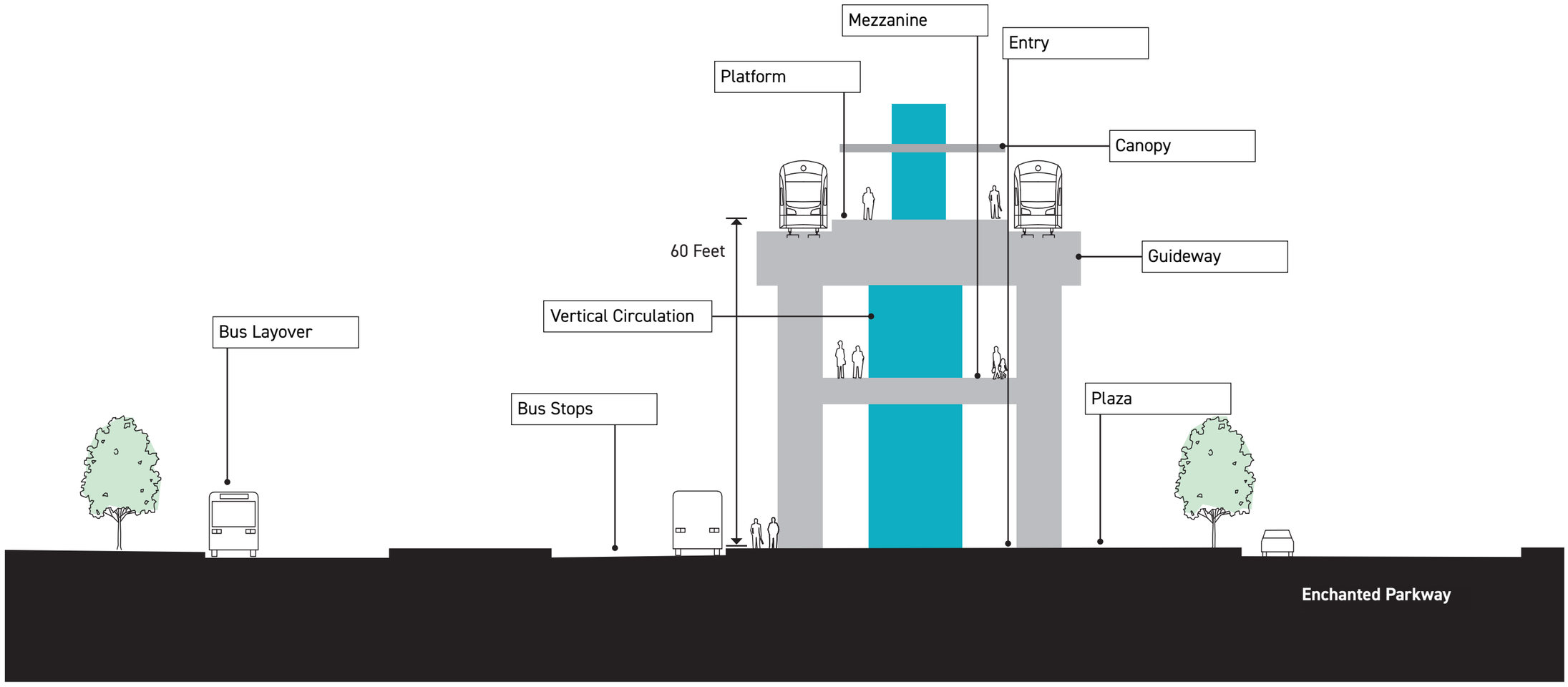
Note: Parking could be in a surface or structured configuration.



Aerial View of the Station

South Federal Way Stations

SF 352nd Span Station Option
A Look at the Station

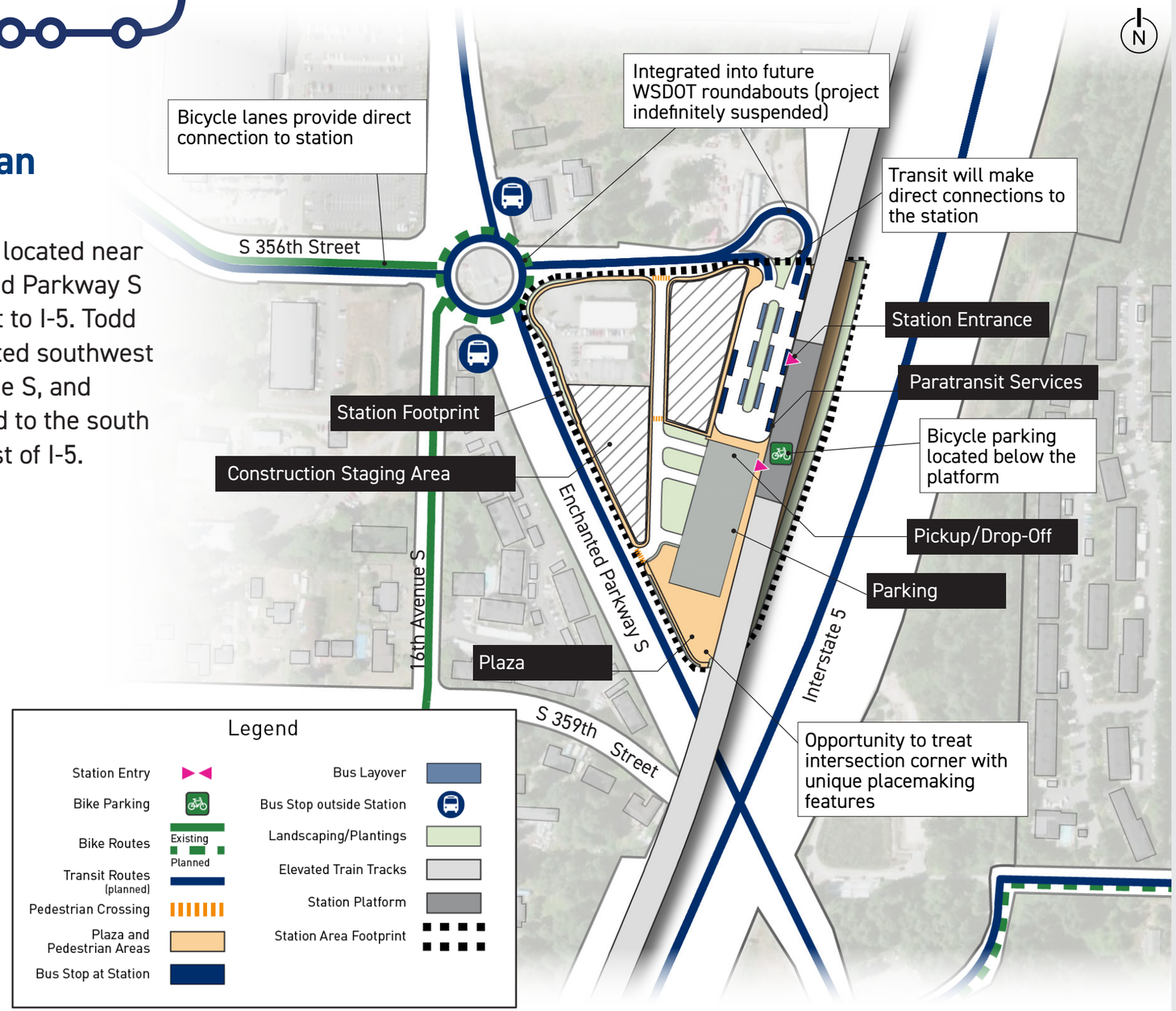


Station Cross Section - Looking North

South Federal Way Stations

SF I-5 Station
Station Context Plan

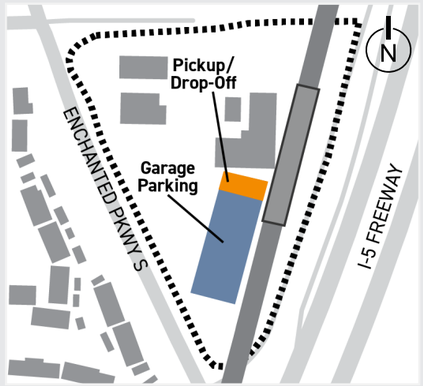
The SF I-5 Station would be located near the intersection of Enchanted Parkway S and S 356th Street, adjacent to I-5. Todd Beamer High School is located southwest of the station on 16th Avenue S, and residential areas are located to the south and east, predominantly east of I-5.



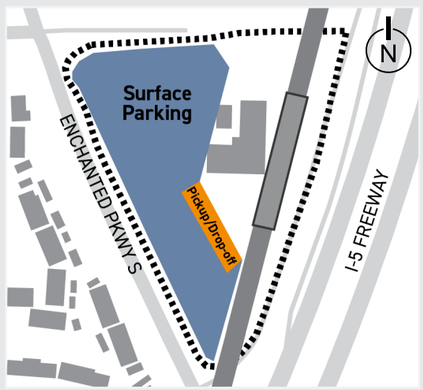
Parking Options

The South Federal Way station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information). Parking facilities associated with South Federal Way would be delayed by as much as 3 years after the transit project opens.

We have prepared conceptual layouts for both surface parking and garage options for the I-5 Station.



Garage Parking Option

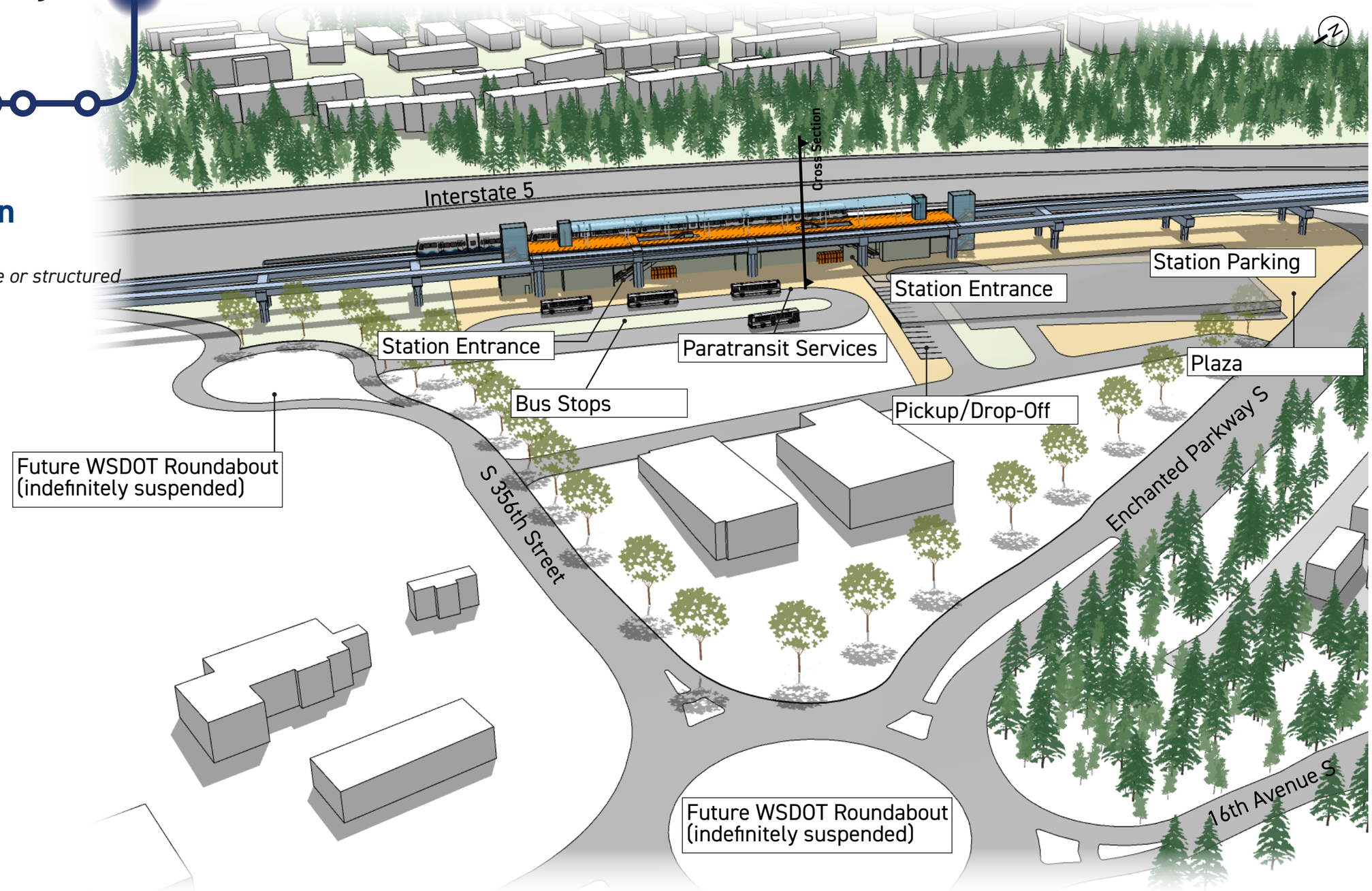


Surface Parking Option

South Federal Way Stations

SF I-5 Station
A Look at the Station

Note: Parking could be in a surface or structured configuration.

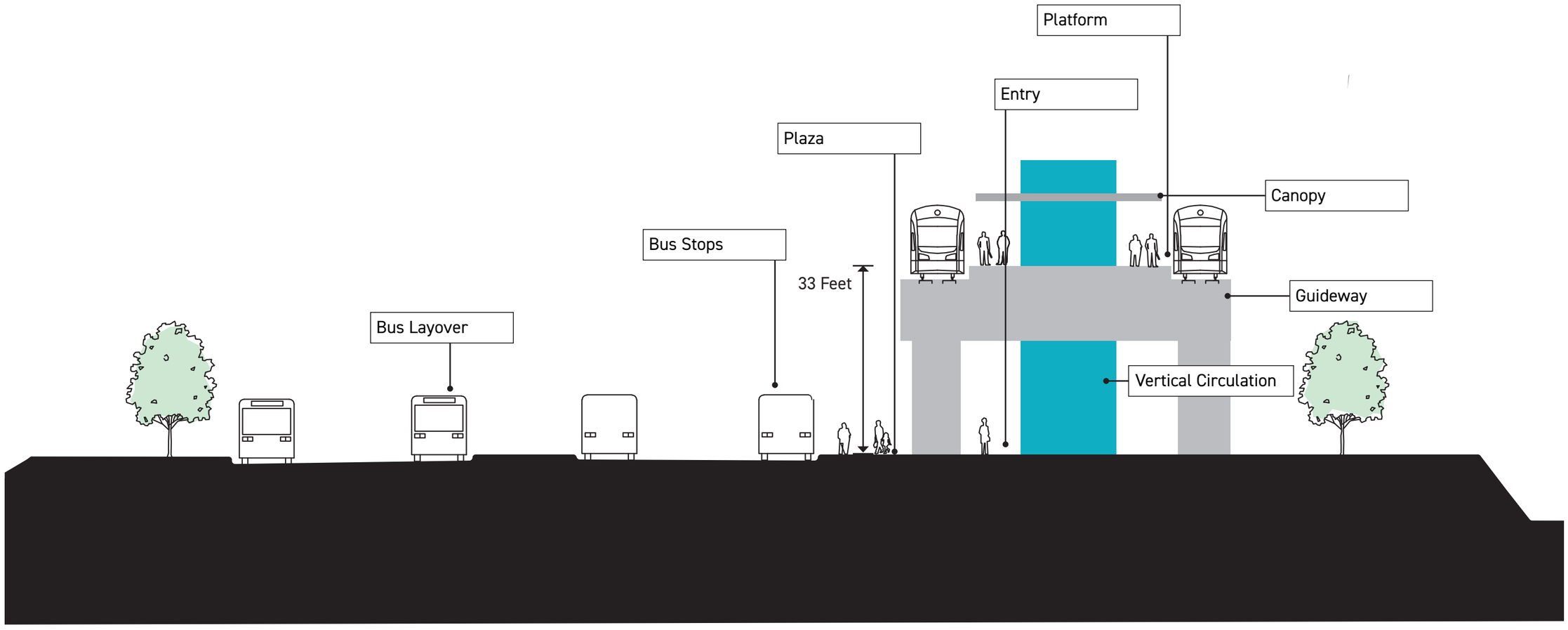


Aerial View of the Station

South Federal Way Stations

SF I-5 Station

A Look at the Station

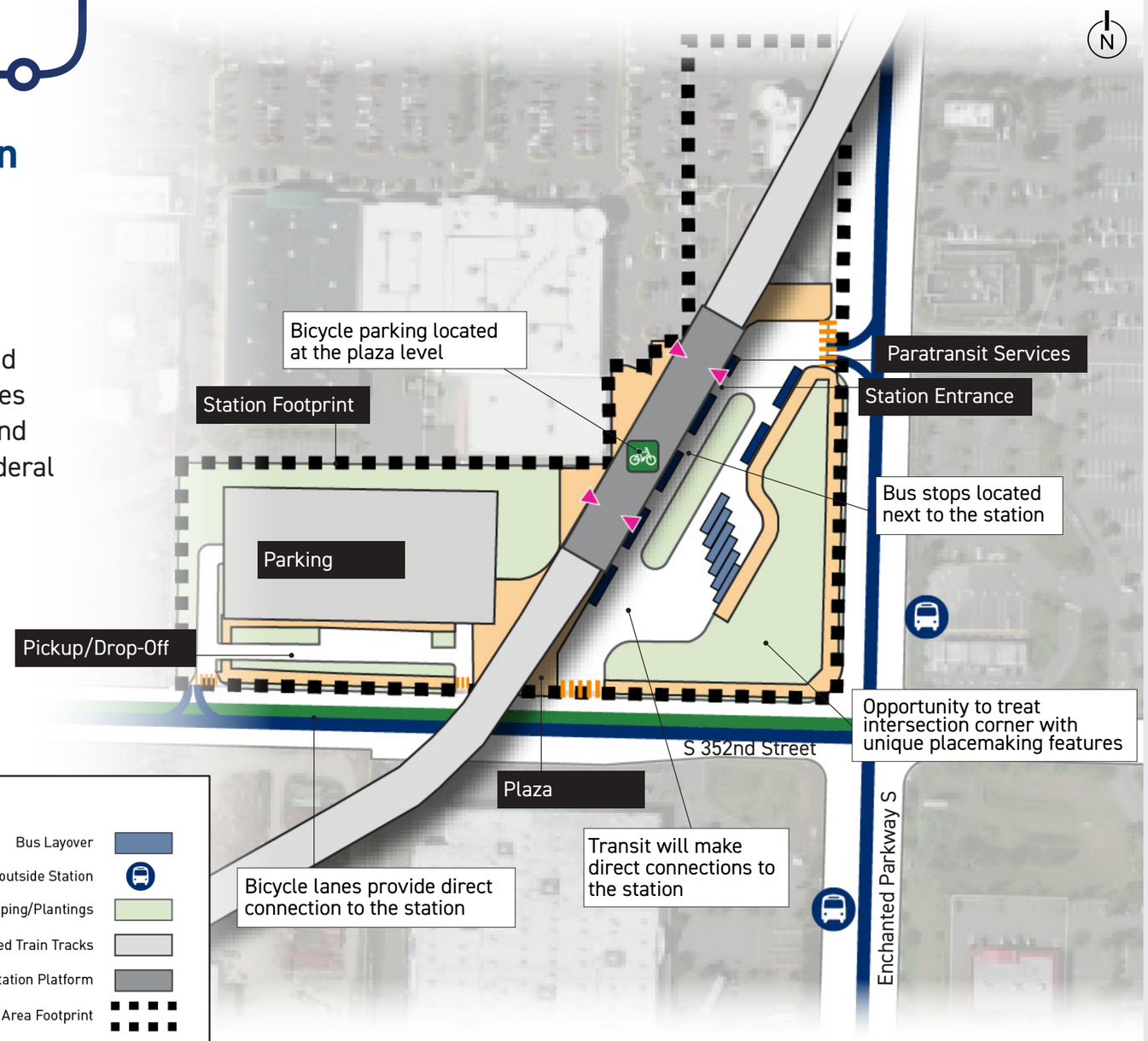


Station Cross Section - Looking North

South Federal Way Stations

SF 99-Enchanted Station Station Context Plan

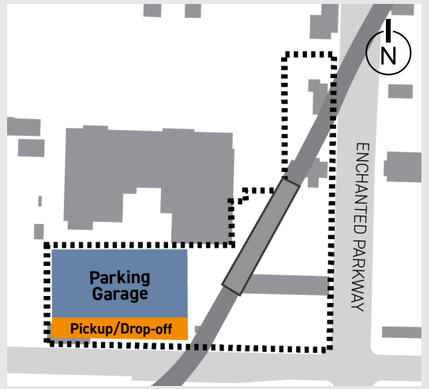
The SF 99-Enchanted Station would be located on the northwest corner of Enchanted Parkway S and S 352nd Street. The surrounding area includes commercial uses on both S 352nd and Enchanted Parkway, such as the Federal Way Crossings mall and stores like Costco, Lowe's, and Home Depot.



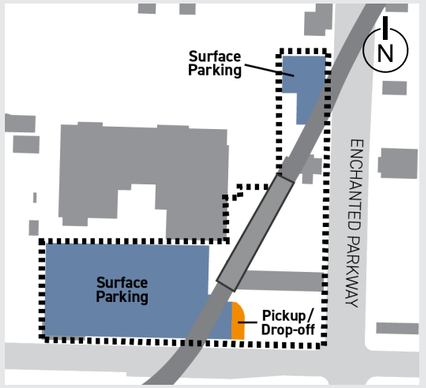
Parking Options

The South Federal Way station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information). Parking facilities associated with South Federal Way would be delayed by as much as 3 years after the transit project opens.

We have prepared conceptual layouts for both surface parking and garage options for the SF 99-Enchanted Station.



Garage Parking Option

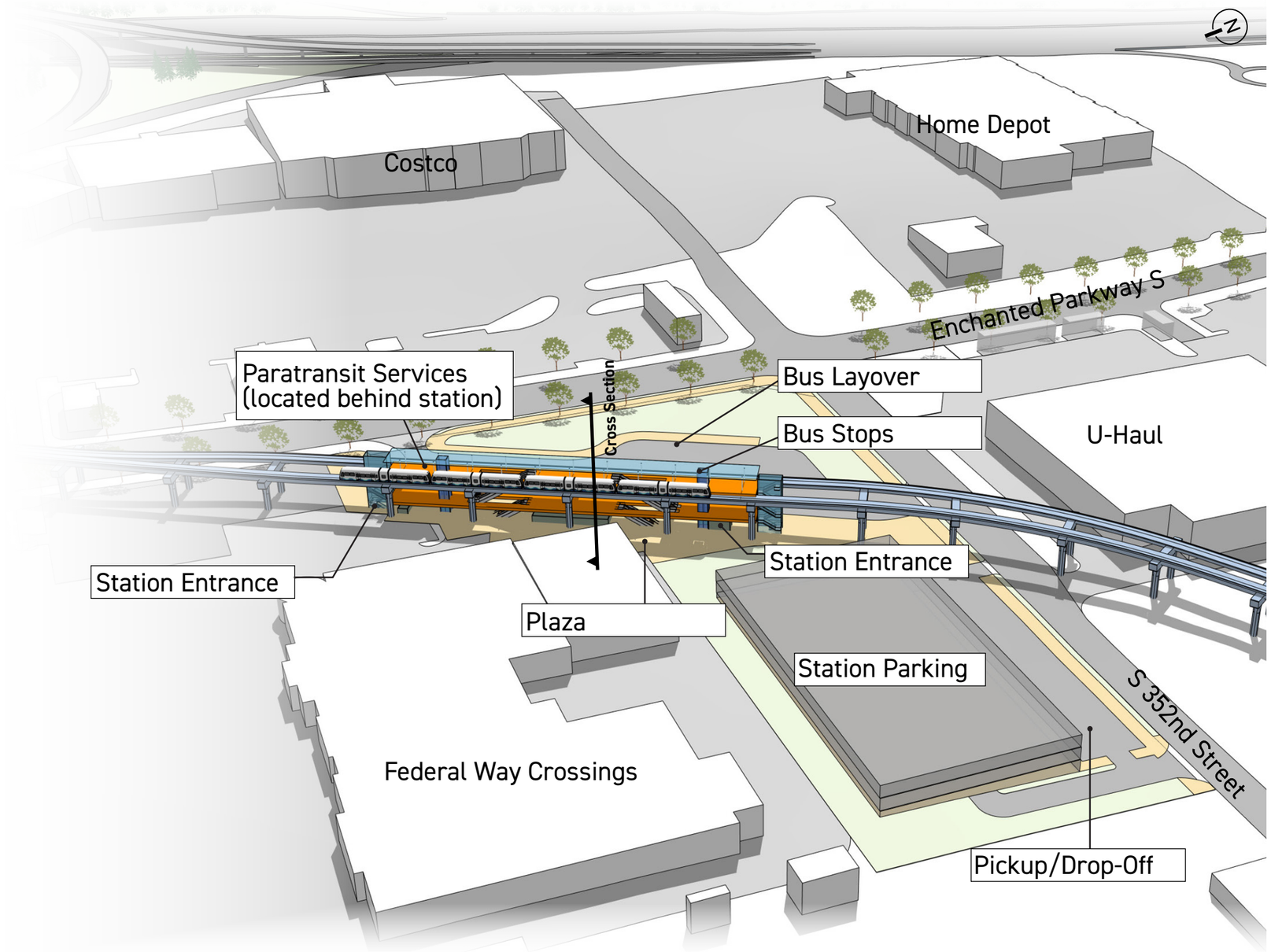


Surface Parking Option

South Federal Way Stations

SF 99-Enchanted Station
A Look at the Station

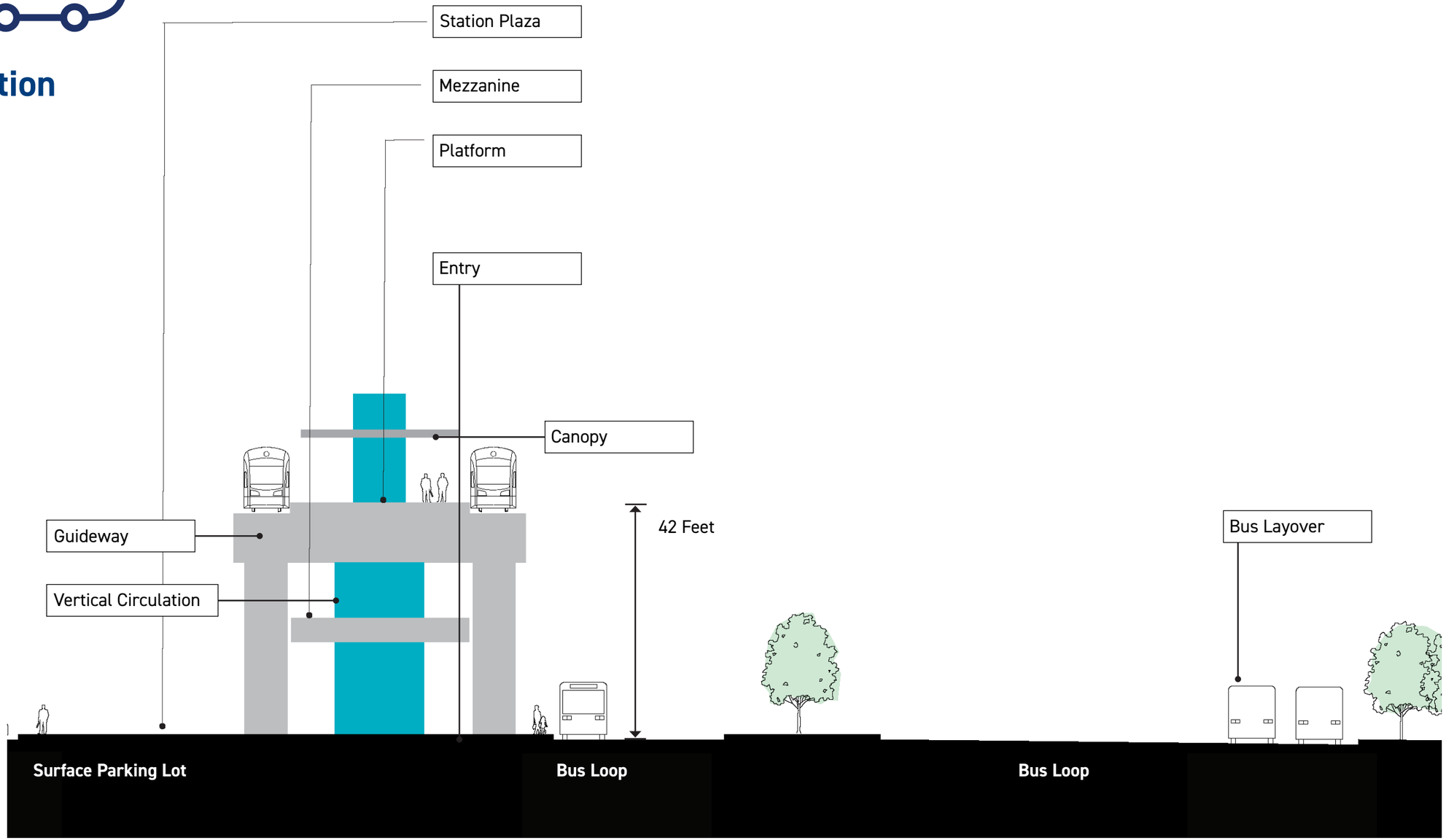
Note: Parking could be in a surface or structured configuration.



Aerial View of the Station

South Federal Way Stations

SF 99-Enchanted Station
A Look at the Station

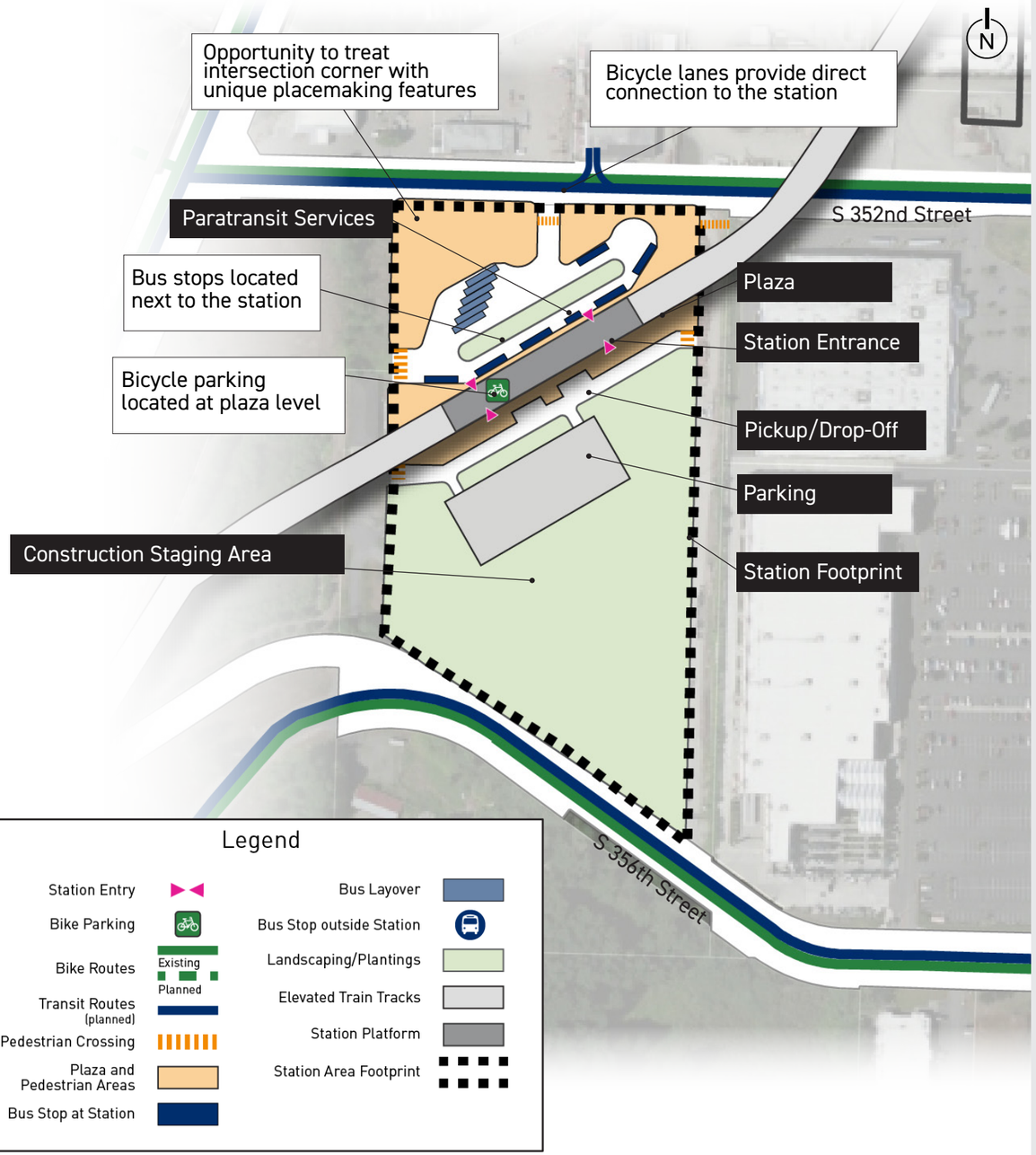


Station Cross Section - Looking North

South Federal Way Stations

SF 99-352nd Station Station Context Plan

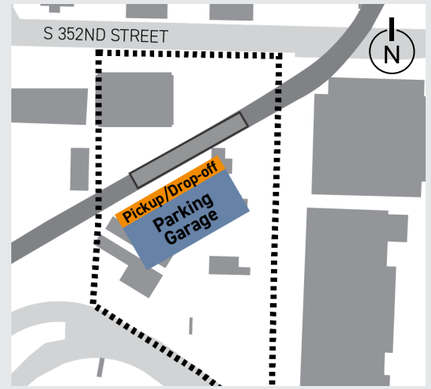
The SF 99-352nd Station would be located between SR 99 and Enchanted Parkway S. The northern and southern edges of the station would be bounded by S 352nd Street and S 356th Street. Surrounding land use is industrial and commercial, such as a tire shop and self storage facilities. Open space makes up the other nearby land uses.



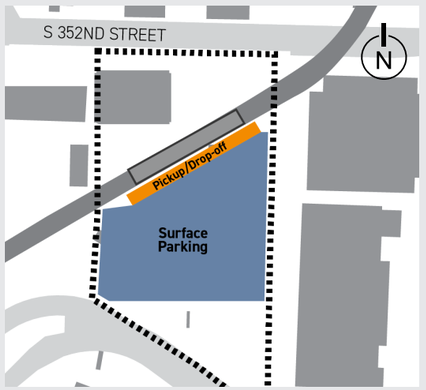
Parking Options

The South Federal Way station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information). Parking facilities associated with South Federal Way would be delayed by as much as 3 years after the transit project opens.

We have prepared conceptual layouts for both surface parking and garage options for the SF 99-352nd Station.



Garage Parking Option

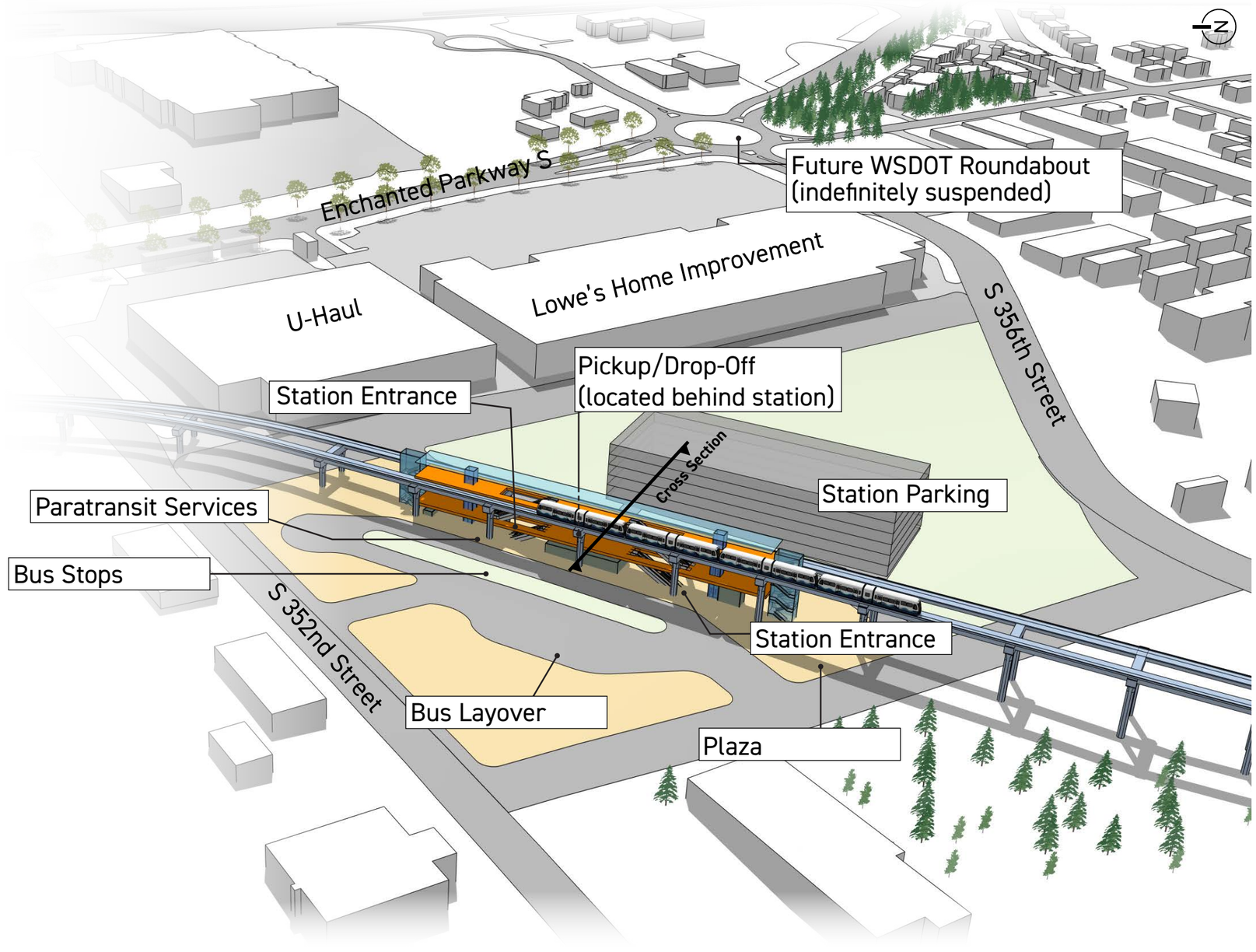


Surface Parking Option

South Federal Way Stations

SF 99-352nd Station
A Look at the Station

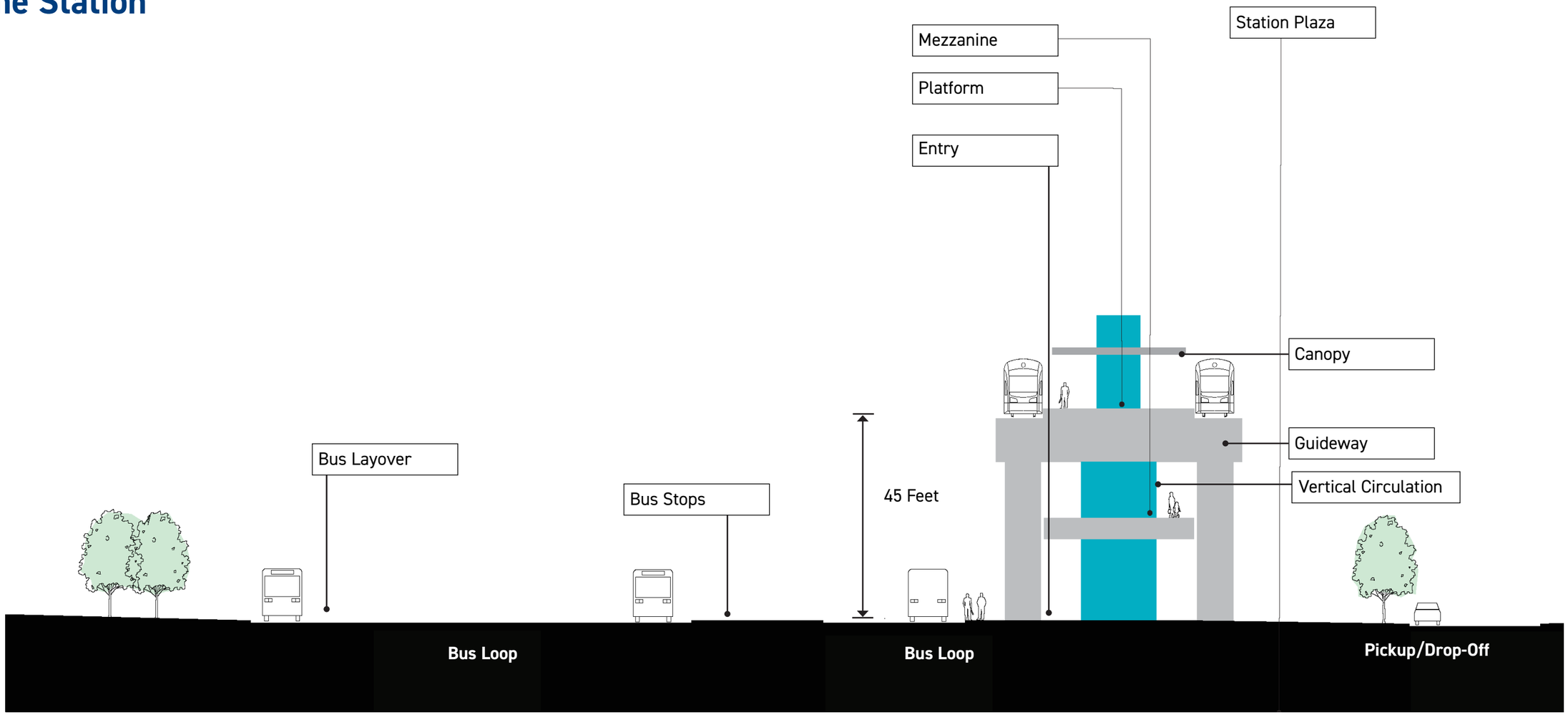
Note: Parking could be in a surface or structured configuration.



Aerial View of the Station

South Federal Way Stations

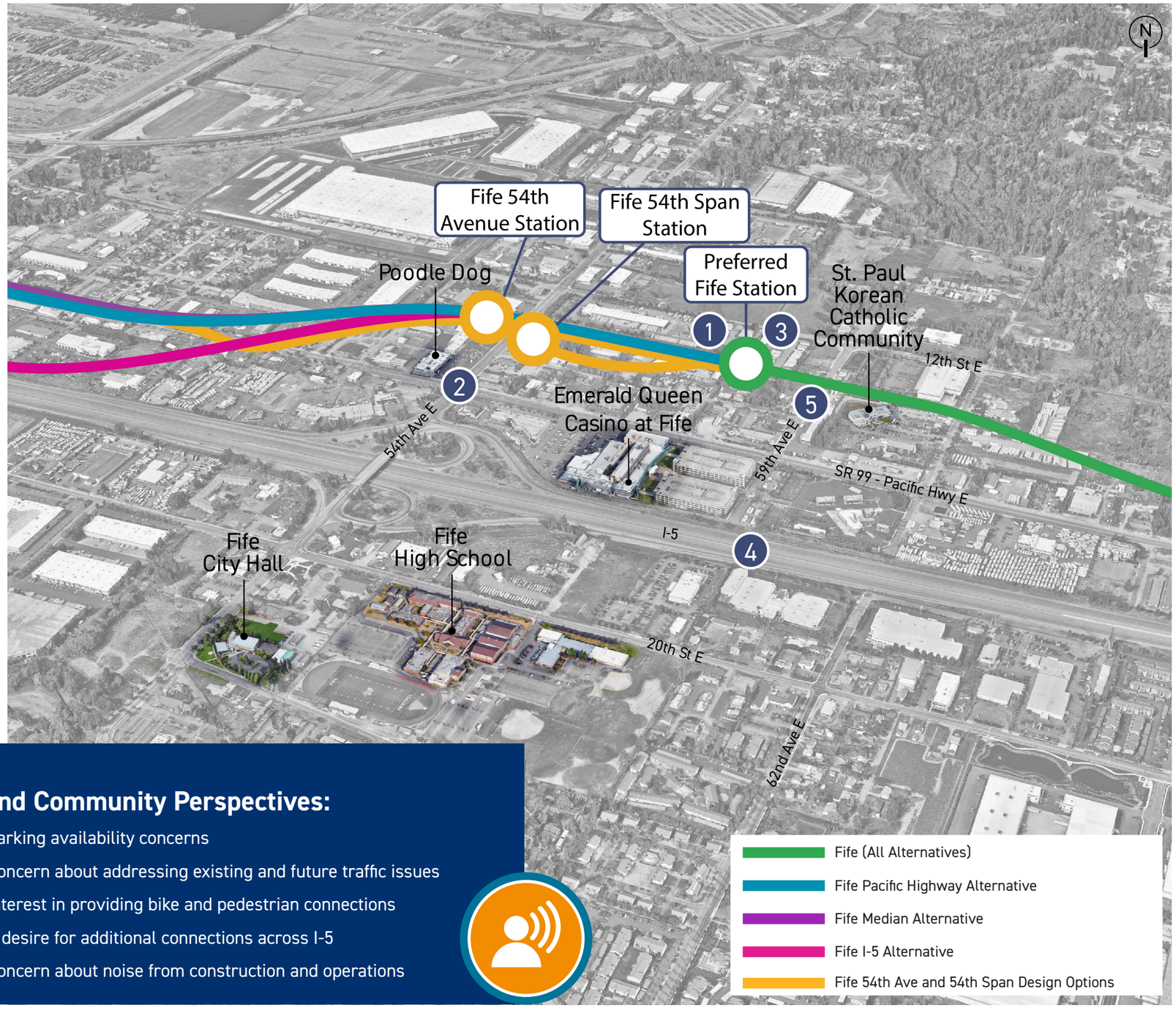
SF 99-352nd Station
A Look at the Station



Station Cross Section - Looking North

Fife Station Area Context

The Fife station area is located northeast and northwest of the intersection of Pacific Highway E and 54th Avenue E. There are three potential station locations being studied, between 12th Street E to the north, 59th Avenue E to the east, Pacific Highway E to the south, and 51st Avenue E to the west. The combined station area is currently home to some 6,700 residents, both north and south of I-5. Nearby are retail amenities along Pacific Highway E as well as transportation and warehouse/distribution facilities to the northwest and southeast. Fife High School and Fife City Hall are located south of I-5. In the future, the City has a vision to build a new walkable, mixed-use district near the station as part of their City Center planning efforts. The station locations are in the traditional homelands of the Puyallup Tribe of Indians and are located inside their reservation boundary.



City and Community Perspectives:

1. Parking availability concerns
2. Concern about addressing existing and future traffic issues
3. Interest in providing bike and pedestrian connections
4. A desire for additional connections across I-5
5. Concern about noise from construction and operations

Fife Station Area Context

FORECASTED DAILY STATION BOARDINGS

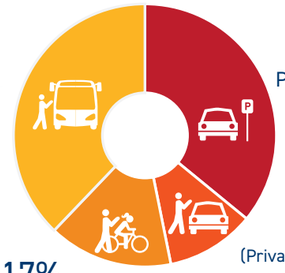
2,600

65% Northbound

35% Southbound

*2042 forecasted

FORECASTED MODE OF ACCESS



37% Transit Transfer

36% Park and Ride

10% Pickup (Private, TNC, or Taxi)

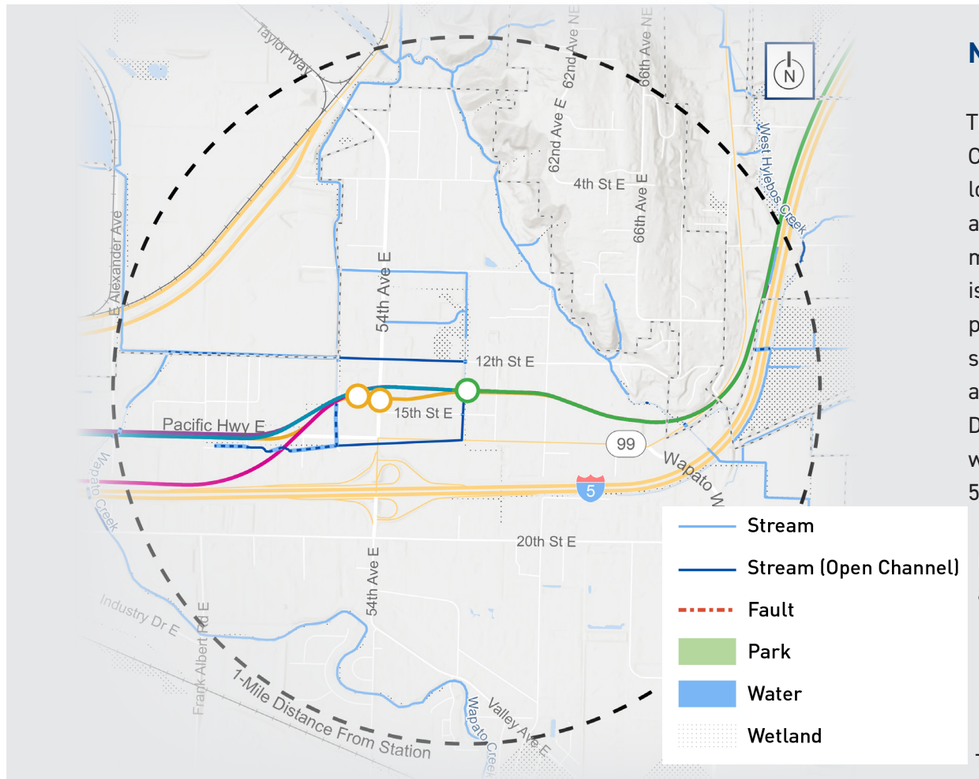
17% Walk/Bike

*2042 forecasted

FORECASTED LIVING AND WORKING within 1 mile of station

13,000 employees

9,100 people IN 3,400 housholds



Natural Context:

The Fife station area is located within the Hylebos Creek Drainage Basin. The preferred Fife Station is located within the 100-year FEMA floodplain boundary, and the station options are located just outside of the mapped floodplain boundary. The broader study area is impacted by high water tables and poor drainage patterns and soils. The area surrounding all of the station locations is prone to flooding. Within the station area, Hylebos Creek is located to the northeast, the Fife Ditch Tributary 1 travels parallel to 59th Avenue E just west of the road, and the Fife Ditch travels parallel to 52nd Avenue E. Development in the station area will need to take these considerations into account. There is high susceptibility to seismic hazards in the station area, with high potential for liquefaction.

Historic Context:

The Fife Station is located in the traditional territory of the Puyallup Tribe of Indians and is within the Puyallup Tribe of Indians Reservation established by the Medicine Creek Treaty in 1854. European and Asian immigrants settled in the Fife area throughout the last decades of the 19th century as Tribal reservation land was stolen, purchased, or leased by non-Indigenous peoples as part of the Allotment Act of 1887. During this period, the area was predominantly agricultural and became known as Gardenville. The development of US 99 and I-5 between Tacoma and Seattle led to increased urban development in the vicinity of Tacoma in the mid-20th century. The City of Fife was incorporated in 1957.

Century Ballroom
Source: Poodle Dog Restaurant

Poodle Dog Restaurant
Source: Poodle Dog Restaurant

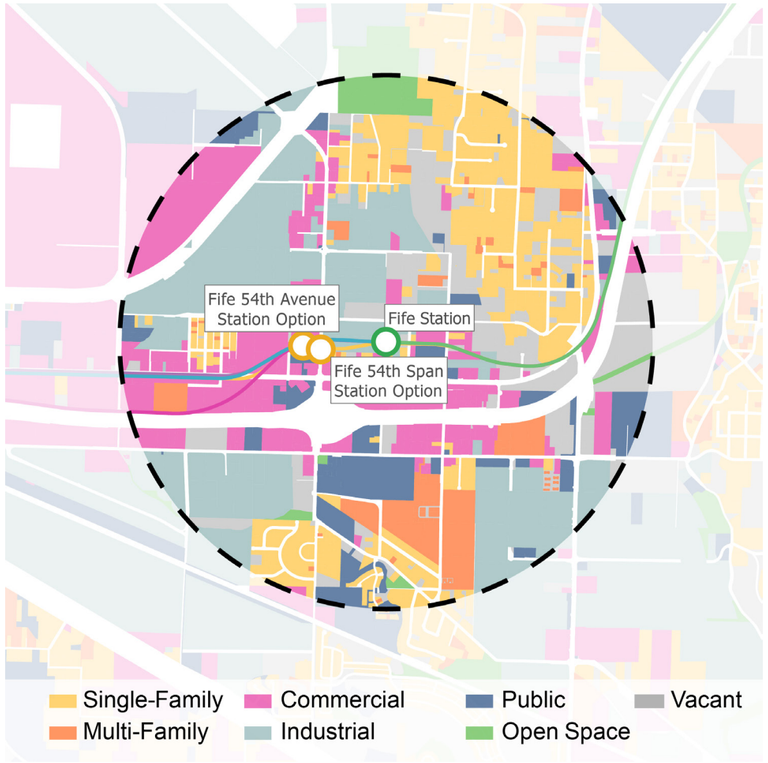
Fife Station Area Context

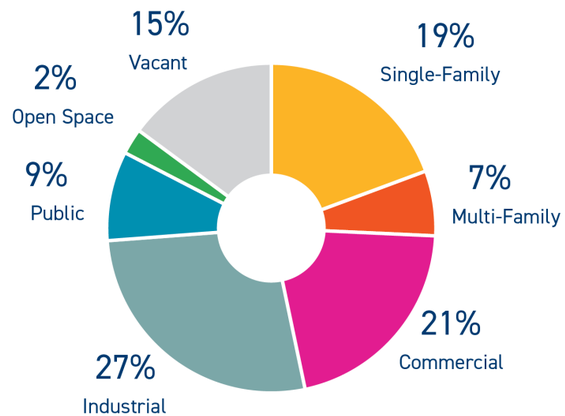
Land Use

Land Use and Zoning Context

The Fife Station locations are located in an area with an eclectic mix of uses, including residential, industrial, freight (or trucking) logistics warehousing and distribution, and auto-oriented retail. In the immediate context of the station, surrounding uses include lodging, transportation, vehicle repair, retail, a house of worship, and single-family homes. The Emerald Queen Casino at Fife is located across Pacific Highway E. Current zoning near the station is industrial and commercial in nature. Higher-density multi-family zoning is not located within a convenient walking distance. However, as the city's work planning for a mixed-use, walkable district here advances, the zoning designations may evolve to include mixed-use residential.

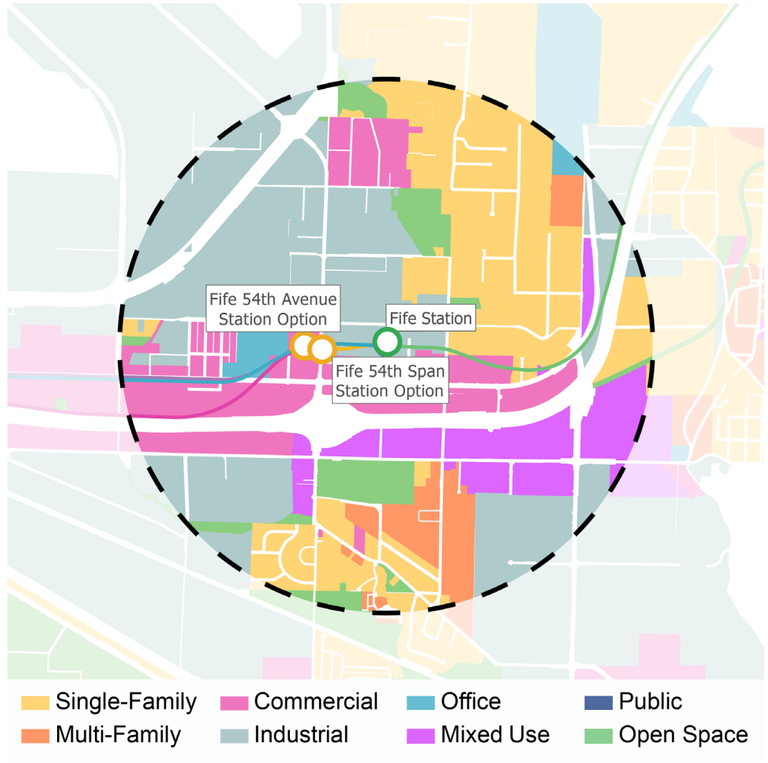
Existing Land Uses within 1 Mile





Derived from Pierce County Land Use data, 2019

Zoning within 1 Mile



Zoning Characteristics

Zone	Allowed Uses		
Community Commercial	Community-oriented retail	Single-family, duplex, and multifamily	Public facilities and amenities
	Retail and entertainment	Mixed-use with residential	
	Office	Parks and recreation	
Regional Commercial	Retail/shopping centers	Mixed-use with residentail	Parks and recreation
	Restaurants and bars	Single-family, duplex, and multifamily	Public facilities and amenities
	Office and hotel		
Industrial	Manufacturing and production	Warehouse distribution	Office, research and development
	Assembly of products and equipment	Shipping facilities	Retail/wholesale sales

Fife Station Area Context

Walking, Biking, and Transit Options

Preferred Fife Station

Existing Transit Service

14

bus stops within 1/2 mile

Service to:
Puyallup
Milton
Tacoma
Federal Way
Edgewood

Pedestrian Infrastructure

27%
Roads with Sidewalks
(within 1/2 mile of station)

3 miles
existing sidewalk

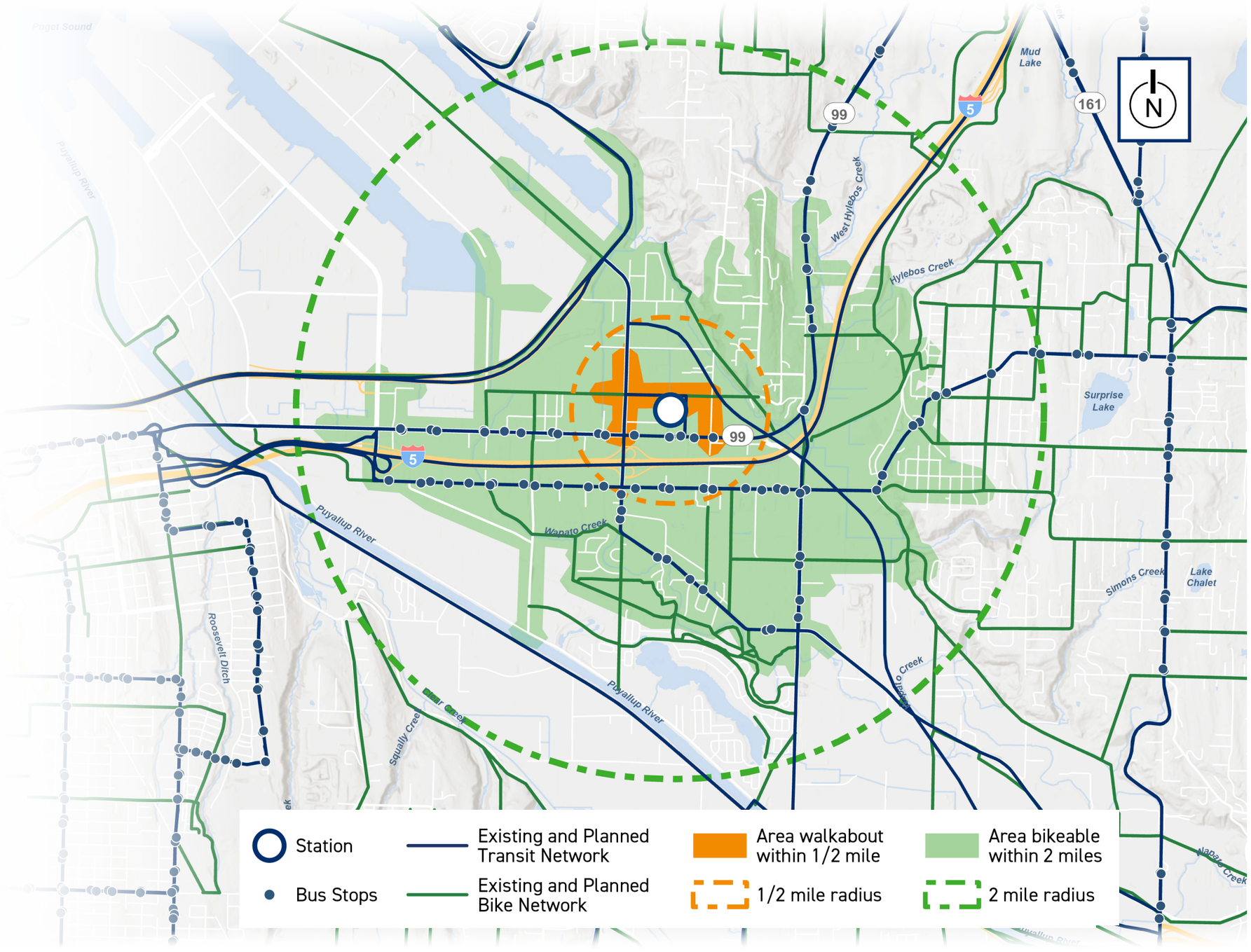
143
sidewalk gaps

Bicycle Infrastructure

19%
Roads with Bicycle Facilities
(within 2 miles of station)

9 miles
existing facilities

30
miles planned



"Existing" information is current as of February 2022

Fife Station Area Context

Walking, Biking, and Transit Options

Fife 54th Avenue Station Option

Existing Transit Service

13

bus stops within 1/2 mile

Service to:
Puyallup
Milton
Tacoma
Federal Way
Edgewood

Pedestrian Infrastructure

27%

Roads with Sidewalks
(within 1/2 mile of station)

3 miles existing sidewalk

143 sidewalk gaps

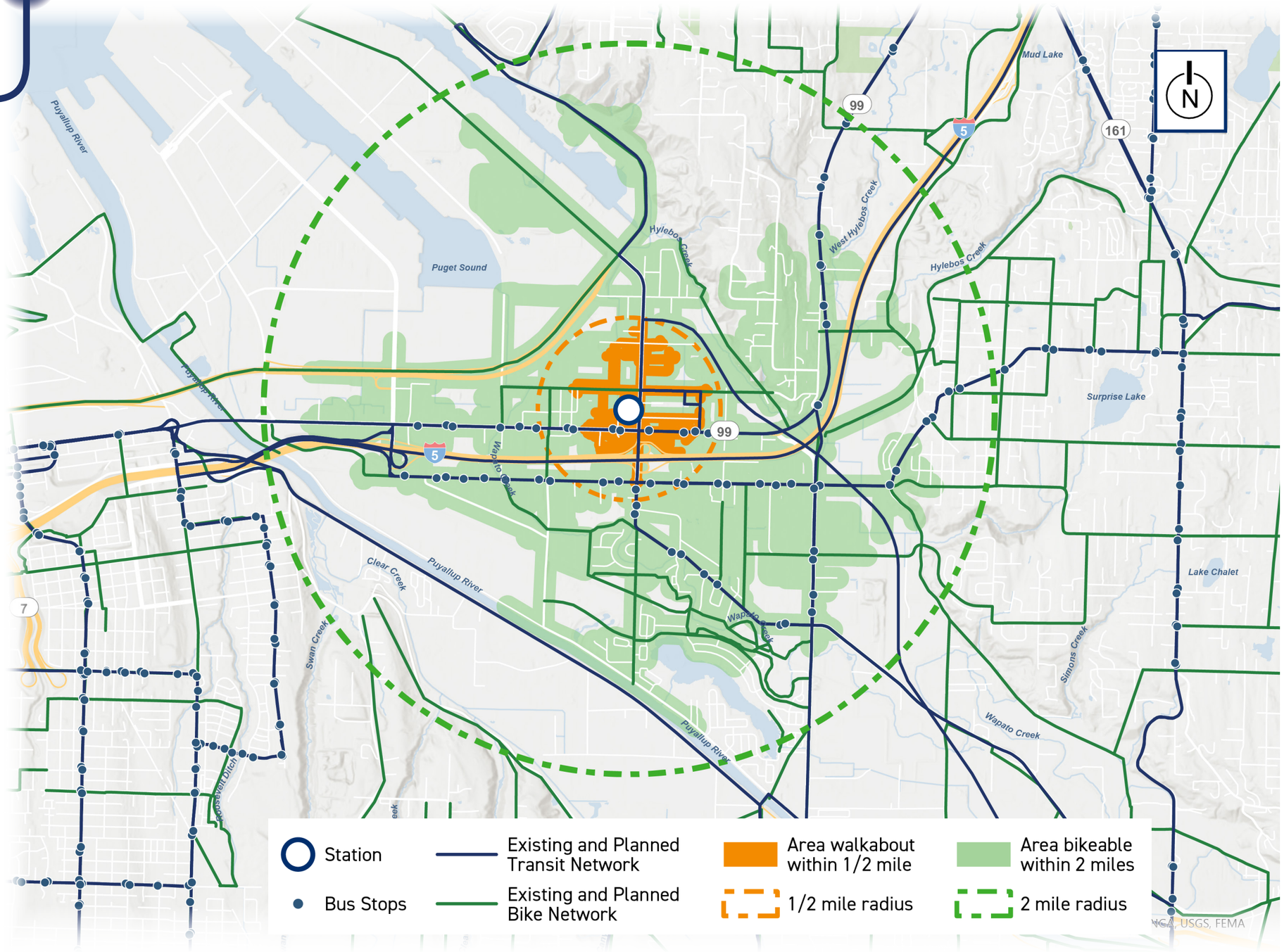
Bicycle Infrastructure

19%

Roads with Bicycle Facilities
(within 2 miles of station)

9 miles existing facilities

30 miles planned



"Existing" information is current as of February 2022.

Fife Station Area Context

Walking, Biking, and Transit Options

Fife 54th Span Station Option

Existing Transit Service

14

bus stops within 1/2 mile

Service to:
Puyallup
Milton
Tacoma
Federal Way
Edgewood

Pedestrian Infrastructure

27%

Roads with Sidewalks
(within 1/2 mile of station)

3 miles

existing sidewalk

143

sidewalk gaps

Bicycle Infrastructure

19%

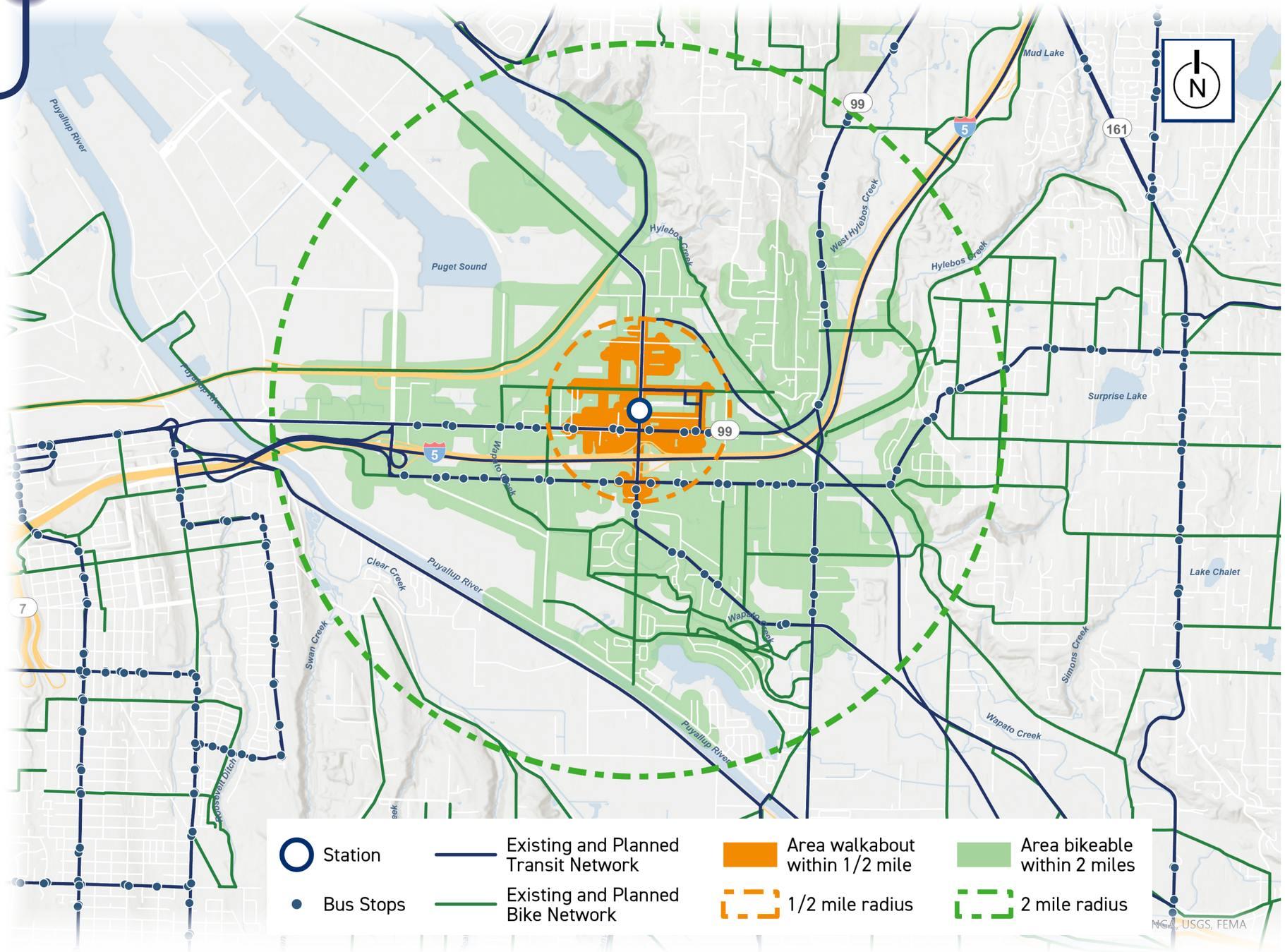
Roads with Bicycle Facilities
(within 2 miles of station)

9 miles

existing facilities

30

miles planned



"Existing" information is current as of February 2022.

Fife Station Area Context

Nonmotorized Station Access Projects

This initial list of potential Station Access Allowance nonmotorized access projects in the Fife station area was developed by examining existing nonmotorized infrastructure near the stations and reviewing of local plans for improving and expanding these facilities. We also gathered local perspectives on these projects during our community engagement efforts.

This list is preliminary; Sound Transit will continue to coordinate with the public, jurisdictions, transit agency partners, and the Puyallup Tribe to add, remove, modify or refine projects as the TDLE project progresses. We will work with partner jurisdictions and agencies to evaluate and prioritize the projects.

With a limited amount of Station Access Allowance funds available for TDLE, the goal is to leverage Sound Transit contributions with additional funds from local, regional, state, federal, and other sources. These additional funds are anticipated to be secured by cities and other stakeholders along the light rail extension corridor, and Sound Transit will assist in this effort through coordination and partnership with them.

Intersection Projects

These projects include improvements such as modifications to or installation of curb ramps in order to meet ADA standards, sidewalks, median waiting islands, and crosswalks and bicycle safety improvements such as striping and signage.

Fife 4 54th Avenue E and Pacific Highway E Intersection Improvements

Crossing Projects

These projects include improvements to facilitate crossings that pose a barrier, such as major roadways and highways or areas with terrain challenges.

Fife 1 I-5 Nonmotorized Bridge at 62nd Avenue E

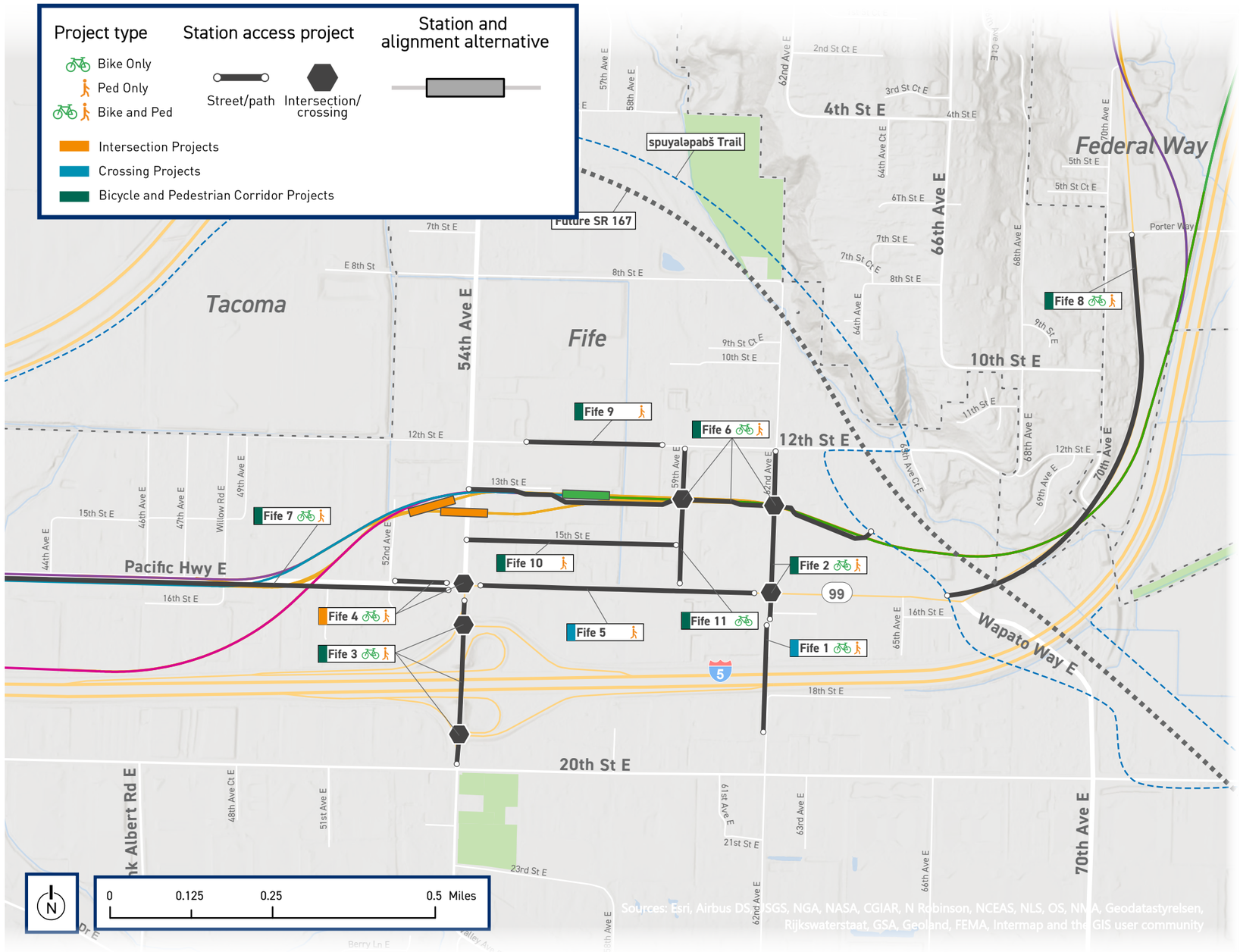
Fife 5 Pacific Highway E Crossings at Future Through-Streets

Fife Station Area Context

Bicycle and Pedestrian Corridor Projects

These projects include the construction of bicycle facilities, such as bicycle lanes, and/or sidewalks.

- **Fife 2** 62nd Avenue E Nonmotorized Connection between I-5 and SR 167 Trail
- **Fife 3** 54th Avenue E and I-5 Interchange Sidewalks and Crossing Improvements
- **Fife 6** SR 167 Trail Connection along Light Rail Route
- **Fife 7** Pacific Highway E Pedestrian and Bicycle Improvements to Connect to Tacoma
- **Fife 8** Pacific Highway S and Porter Way Sidewalk Improvements
- **Fife 9** 12th Street E Sidewalks
- **Fife 10** 15th Street E Sidewalks
- **Fife 11** 59th Avenue E Bike Lanes



Fife Stations

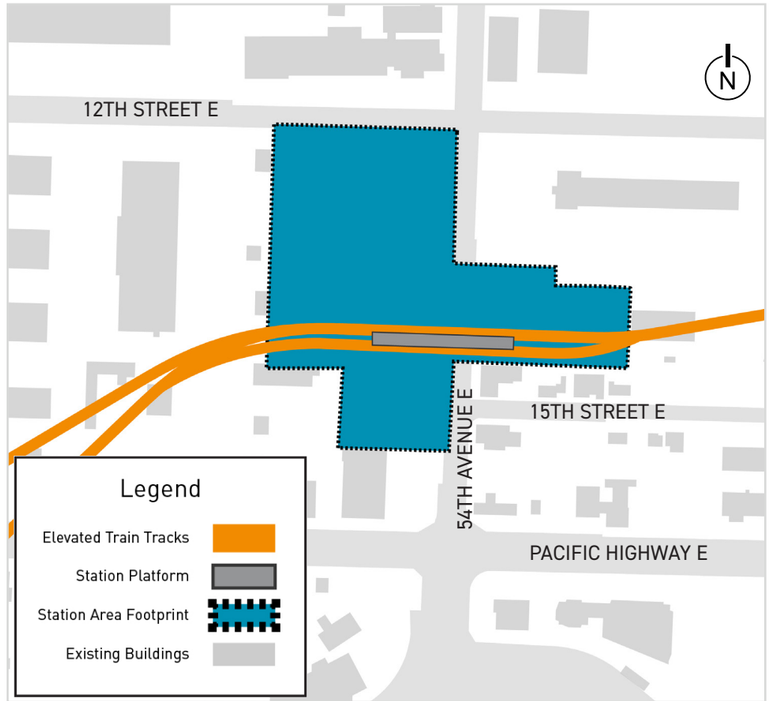
There are three station locations in Fife. The station and the light rail guideway would be elevated through the entire Fife station area.

Preferred Fife Station

The Preferred Fife Station would be located between 15th Street E and 12th Street E to the west of 59th Avenue E. This would be an elevated station with a center platform.

Fife 54th Avenue Station Option

The Fife 54th Station Option would be located on the west side of 54th Avenue E, south of 12th Street E. This would be an elevated station with a center platform.



Fife 54th Span Station Option

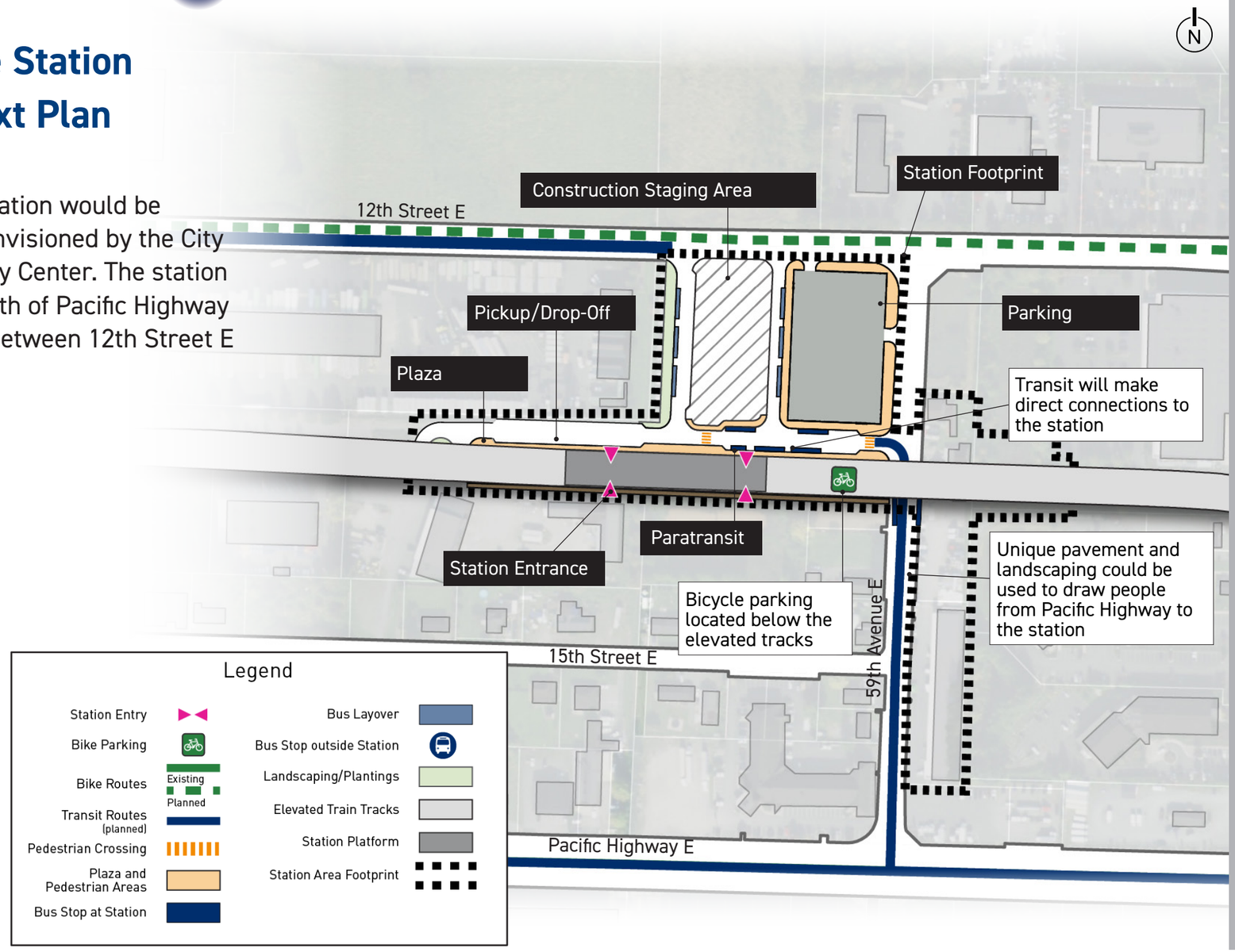
The Fife 54th Span Station Option would span across 54th Avenue E between 12th Street E and 15th Street E and would have entrances on both sides of 54th Avenue E. This would be an elevated station with a center platform.

Note that the station area footprint includes all potential construction staging areas as well as space needed to accommodate parking.

Fife Stations

Preferred Fife Station Station Context Plan

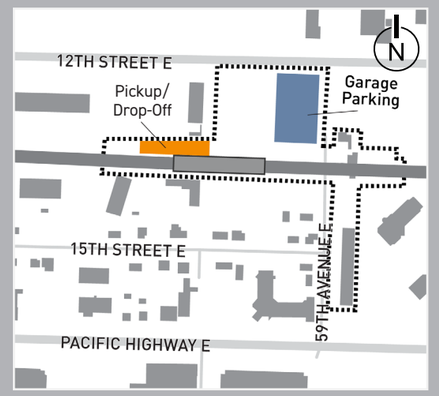
The preferred Fife Station would be located in the area envisioned by the City of Fife as the new City Center. The station would be located north of Pacific Highway E on 59th Avenue E between 12th Street E and 15th Street E.



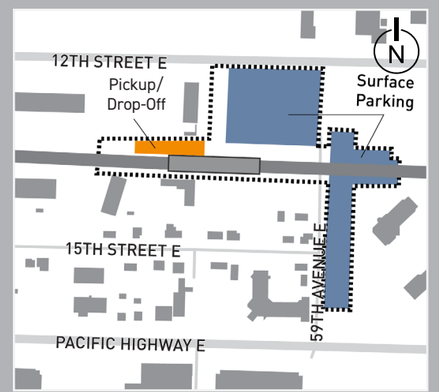
Parking Options

The Fife Station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information).

We have prepared conceptual layouts for both surface parking and garage options for the Fife Station.



Garage Parking Option

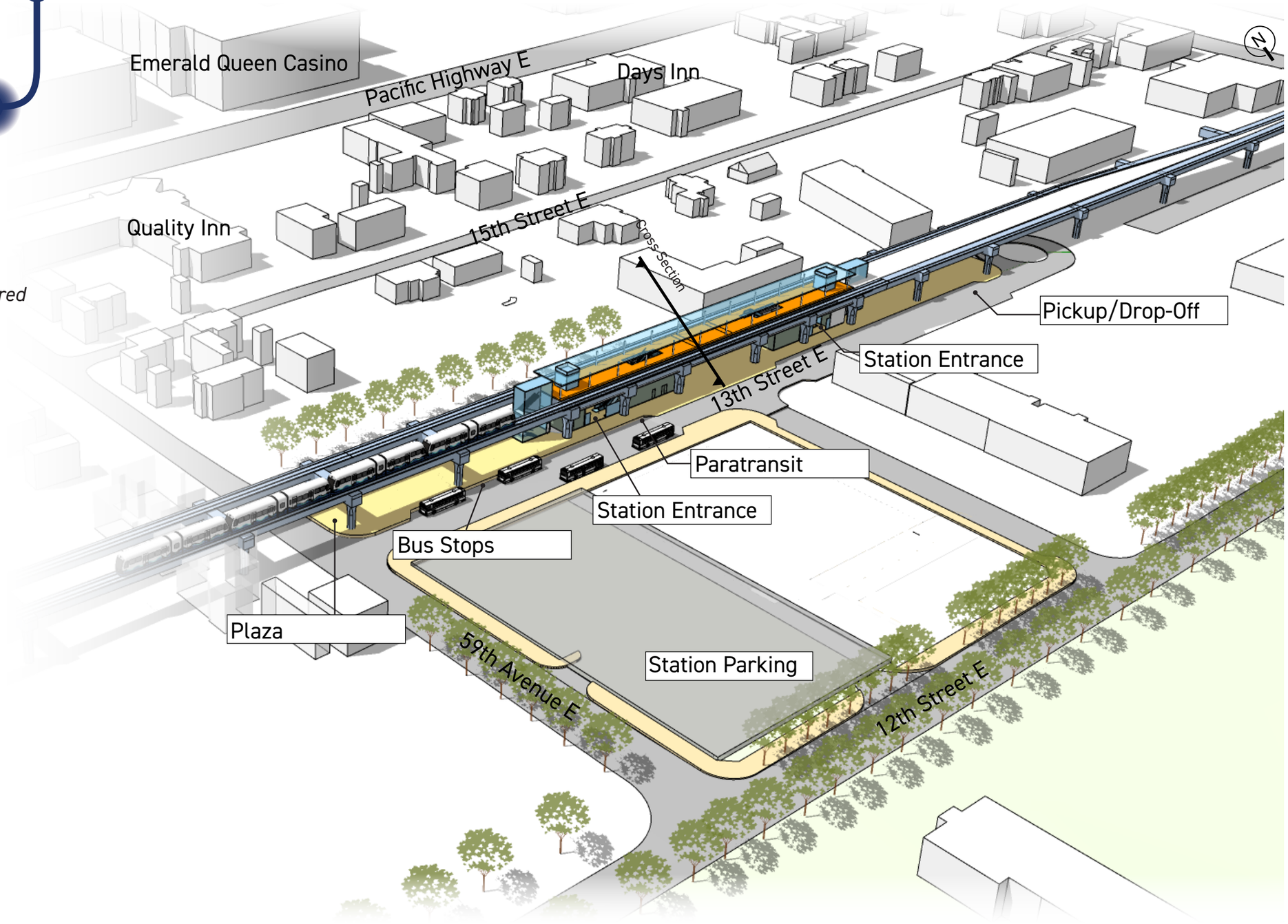


Surface Parking Option

Fife Stations

Preferred Fife Station
A Look at the Station

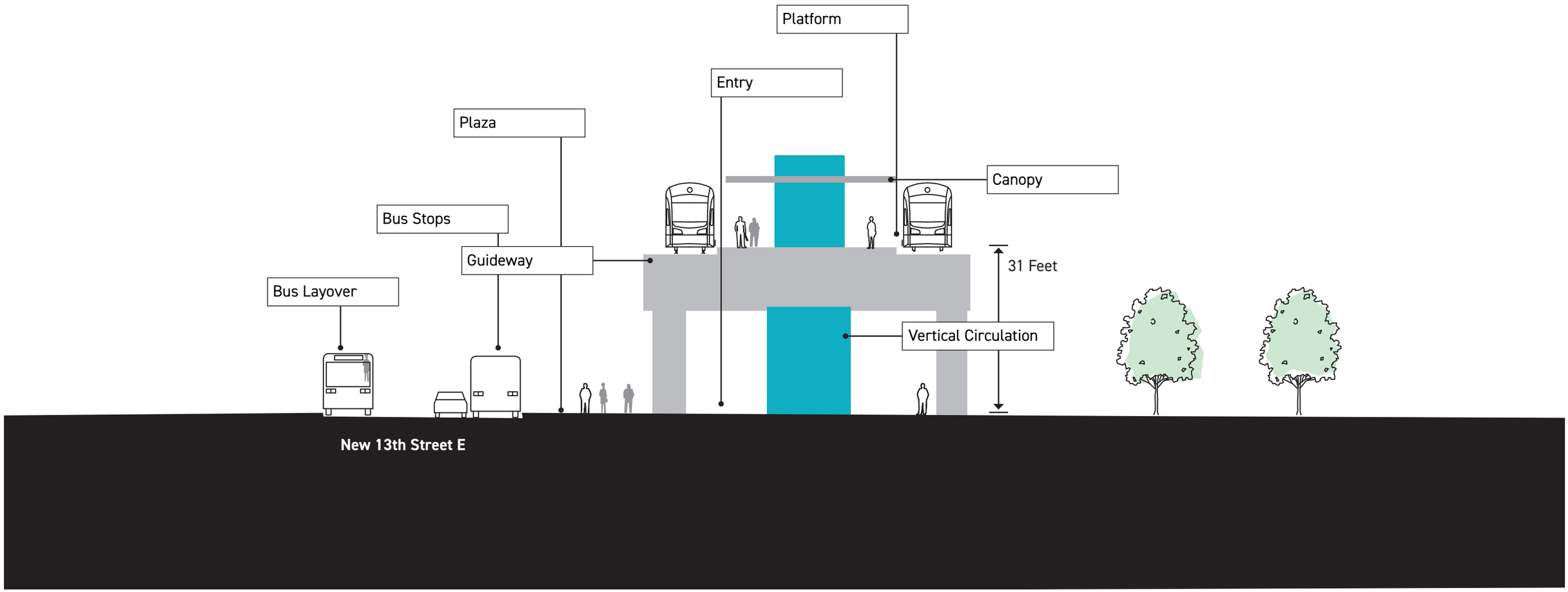
Note: Parking could be in a surface or structured configuration.



Aerial View of the Station

Fife Stations

Preferred Fife Station
A Look at the Station

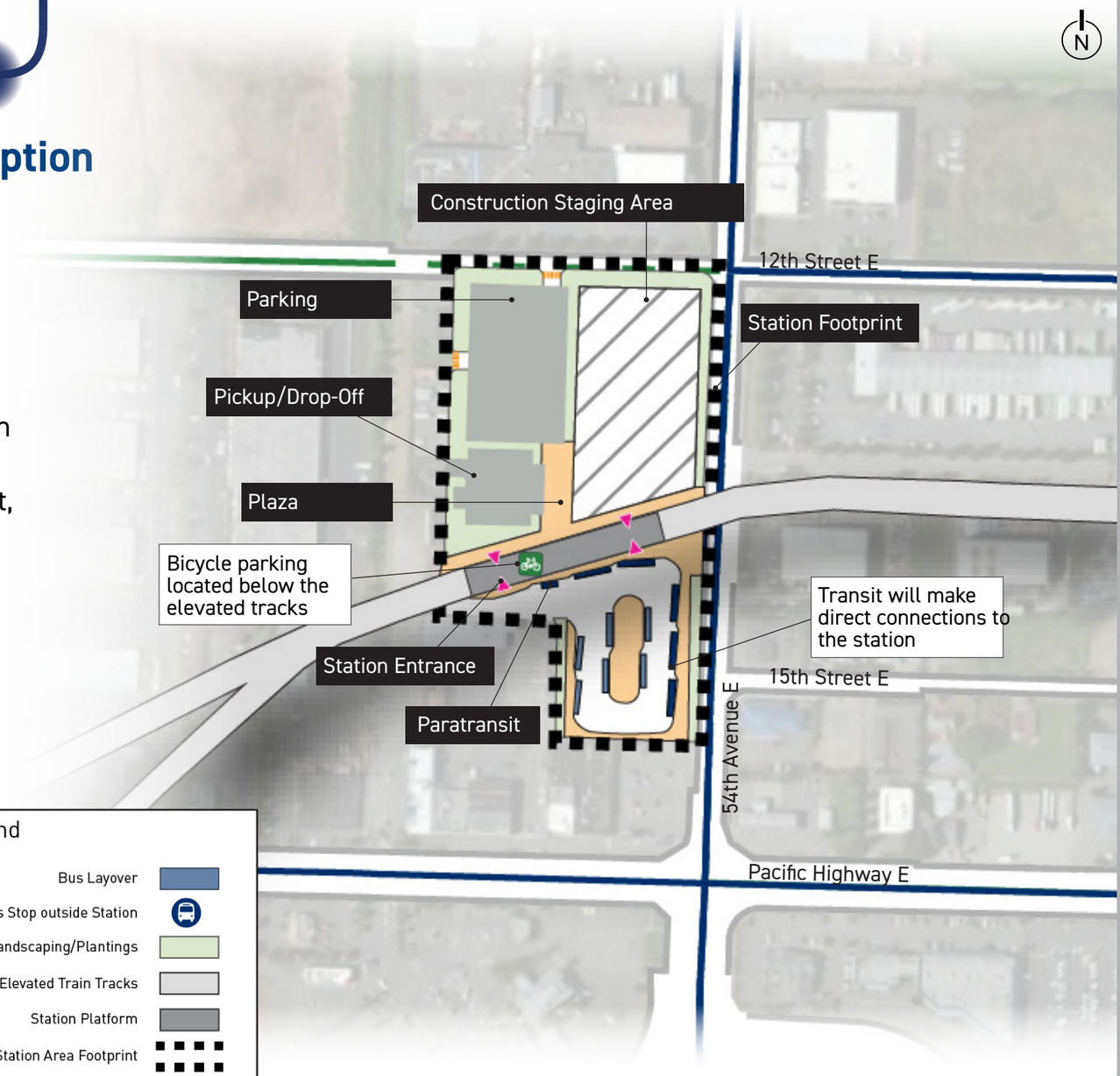


Station Cross Section - Looking East

Fife Stations

Fife 54th Avenue Station Option
Station Context Plan

The Fife 54th Avenue Station Option would be located on the west side of 54th Avenue E, south of 12th Street E. A post office, auto repair, barber, and restaurant, the Poodle Dog, are located just south of this station location.



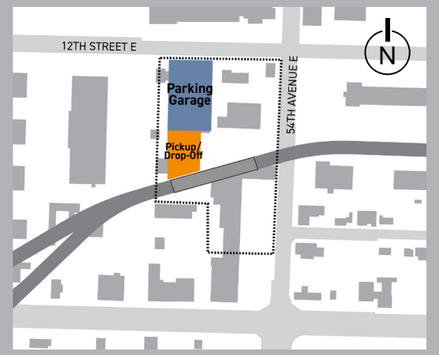
Legend

Station Entry		Bus Layover	
Bike Parking		Bus Stop outside Station	
Bike Routes	Existing / Planned	Landscaping/Plantings	
Transit Routes (planned)		Elevated Train Tracks	
Pedestrian Crossing		Station Platform	
Plaza and Pedestrian Areas		Station Area Footprint	
Bus Stop at Station			

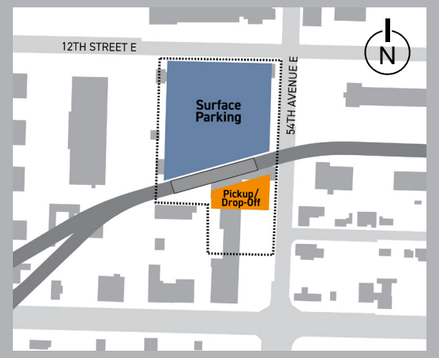
Parking Options

The Fife Station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information).

We have prepared conceptual layouts for both surface parking and garage options for the Fife 54th Avenue Station Option.



Garage Parking Option

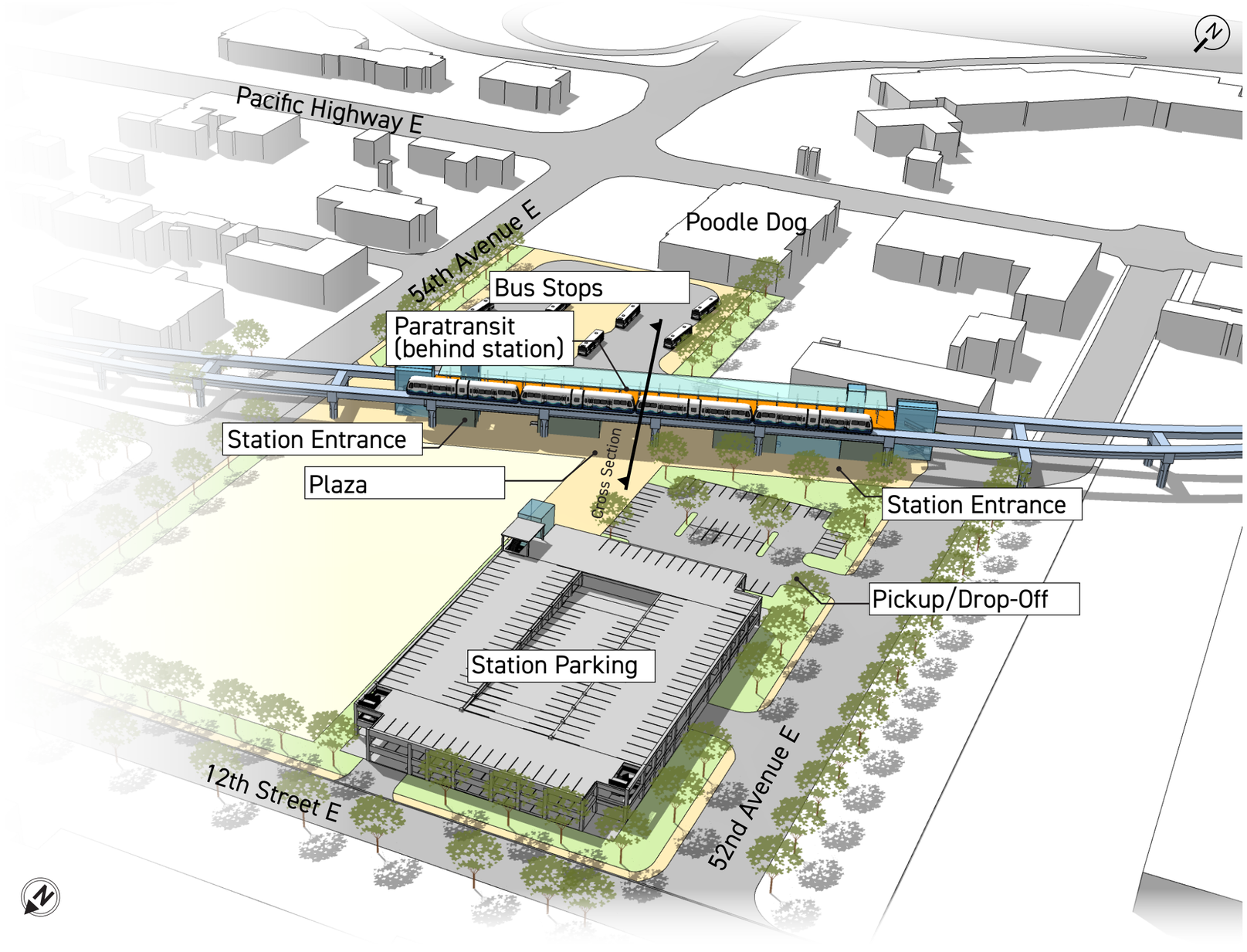


Surface Parking Option

Fife Stations

Fife 54th Avenue Station Option
A Look at the Station

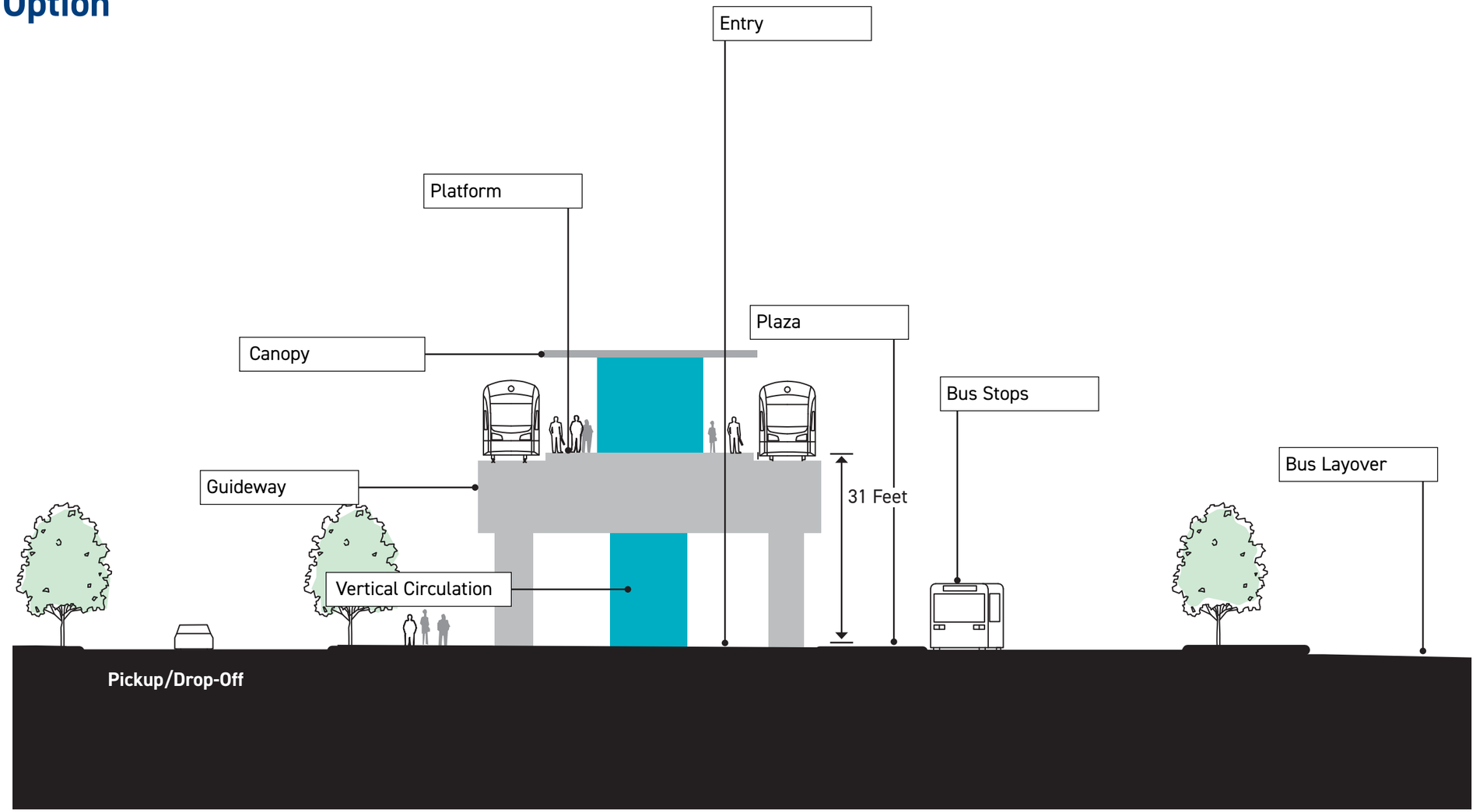
Note: Parking could be in a surface or structured configuration.



Aerial View of the Station

Fife Stations

Fife 54th Avenue Station Option
A Look at the Station

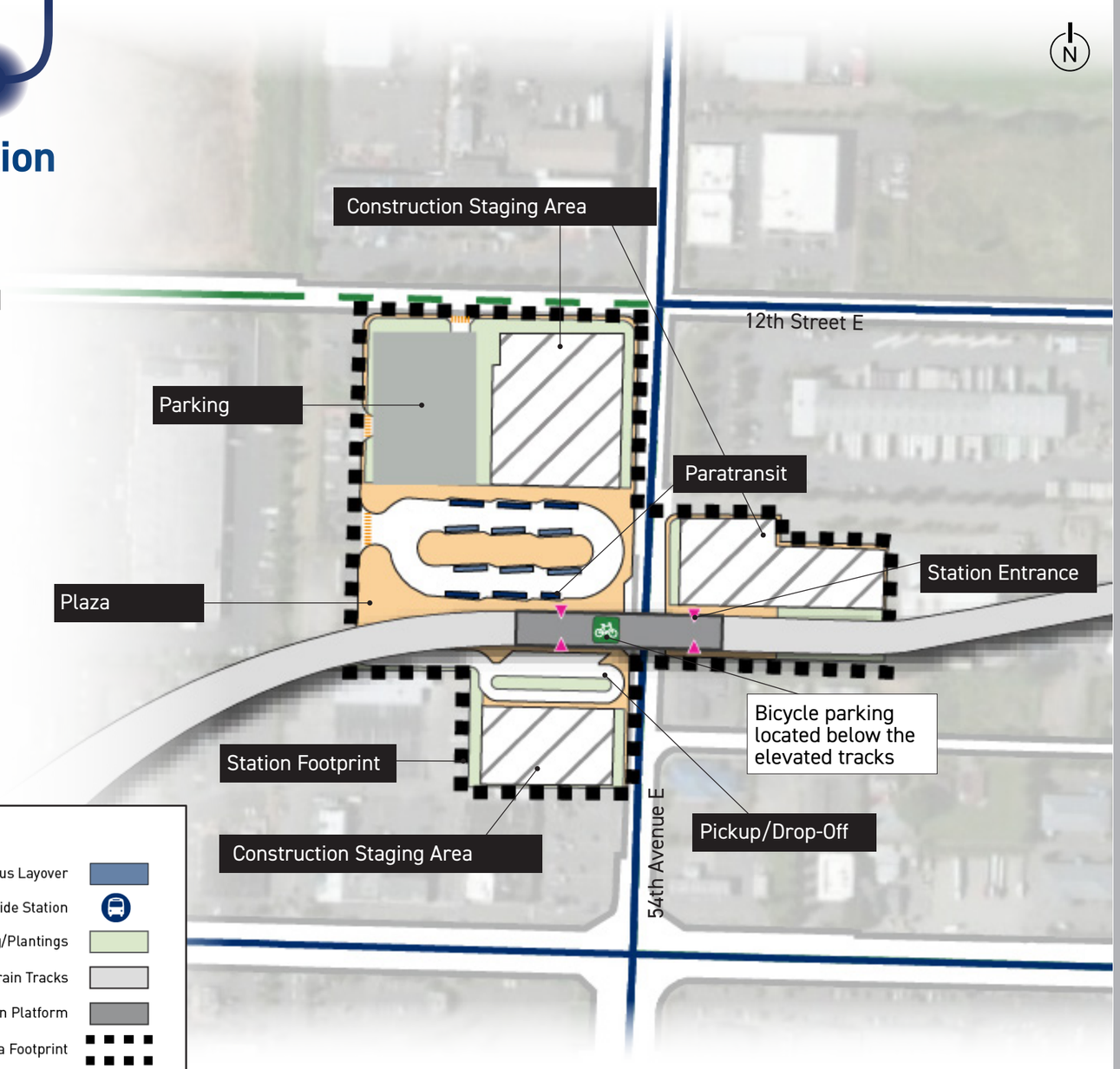


Station Cross Section - Looking East

Fife Stations

Fife 54th Span Station Option Station Context Plan

The Fife 54th Span Station Option would be located to cross over 54th Avenue E between 12th Street E and 15th Street E. A post office, auto repair, barber, and restaurant, the Poodle Dog, are located just south of this station location on the west side of 54th Ave E. On the east side of the street are a bank and other commercial uses. Some residential parcels are east of the station.



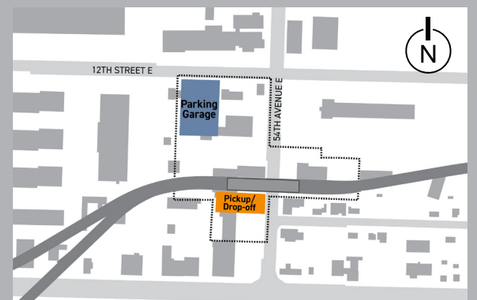
Legend

- Station Entry
- Bike Parking
- Bike Routes (Existing, Planned)
- Transit Routes (planned)
- Pedestrian Crossing
- Plaza and Pedestrian Areas
- Bus Stop at Station
- Bus Layover
- Bus Stop outside Station
- Landscaping/Plantings
- Elevated Train Tracks
- Station Platform
- Station Area Footprint

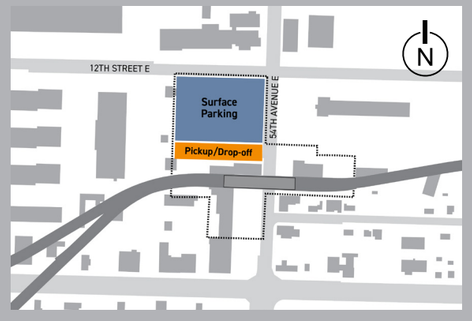
Parking Options

The Fife Station is planned to include a parking facility, though it is not currently planned to open with the start of transit service (see page 6 for more information).

We have prepared conceptual layouts for both surface parking and garage options for the Fife 54th Span Station Option.



Garage Parking Option

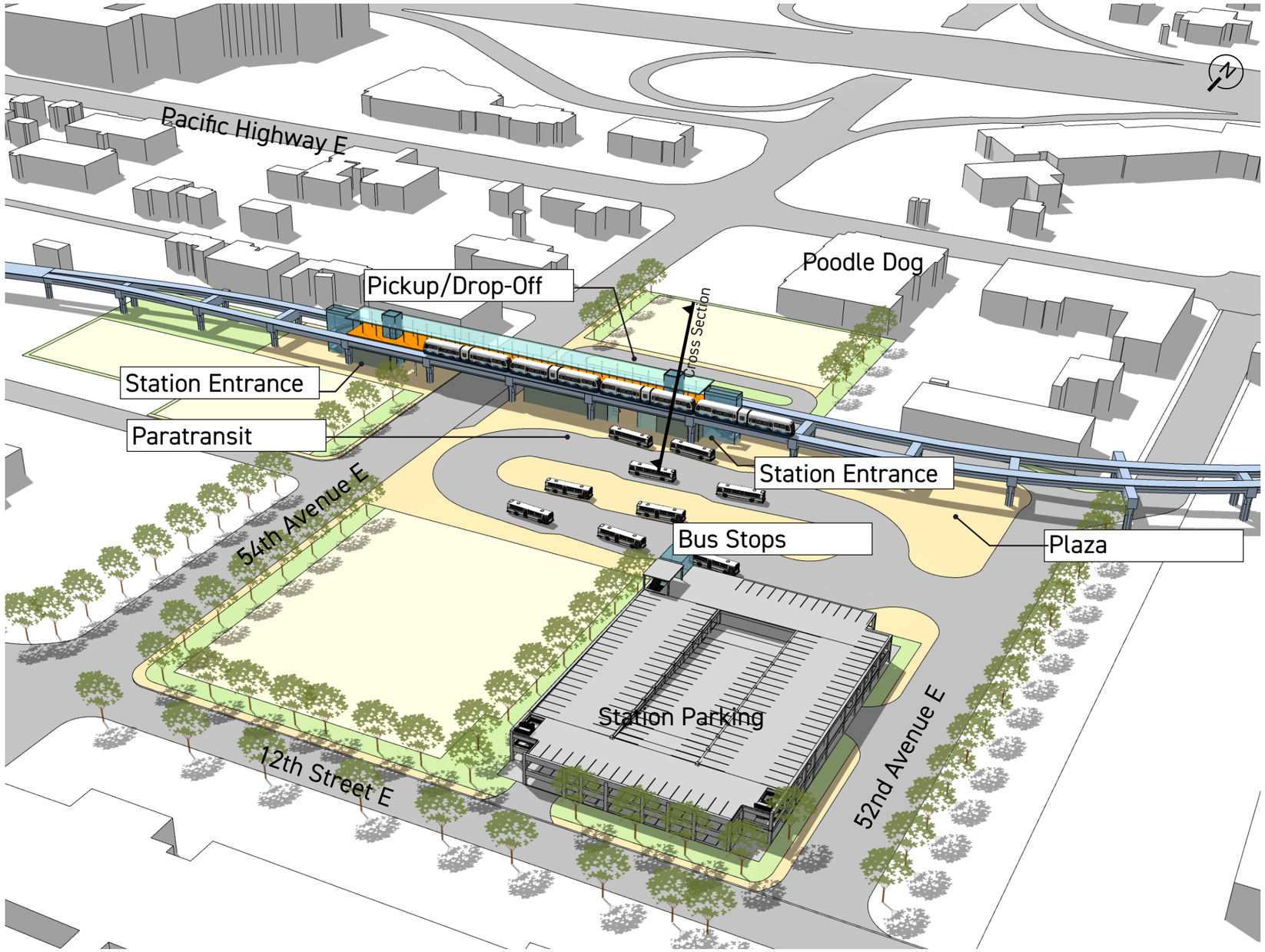


Surface Parking Option

Fife Stations

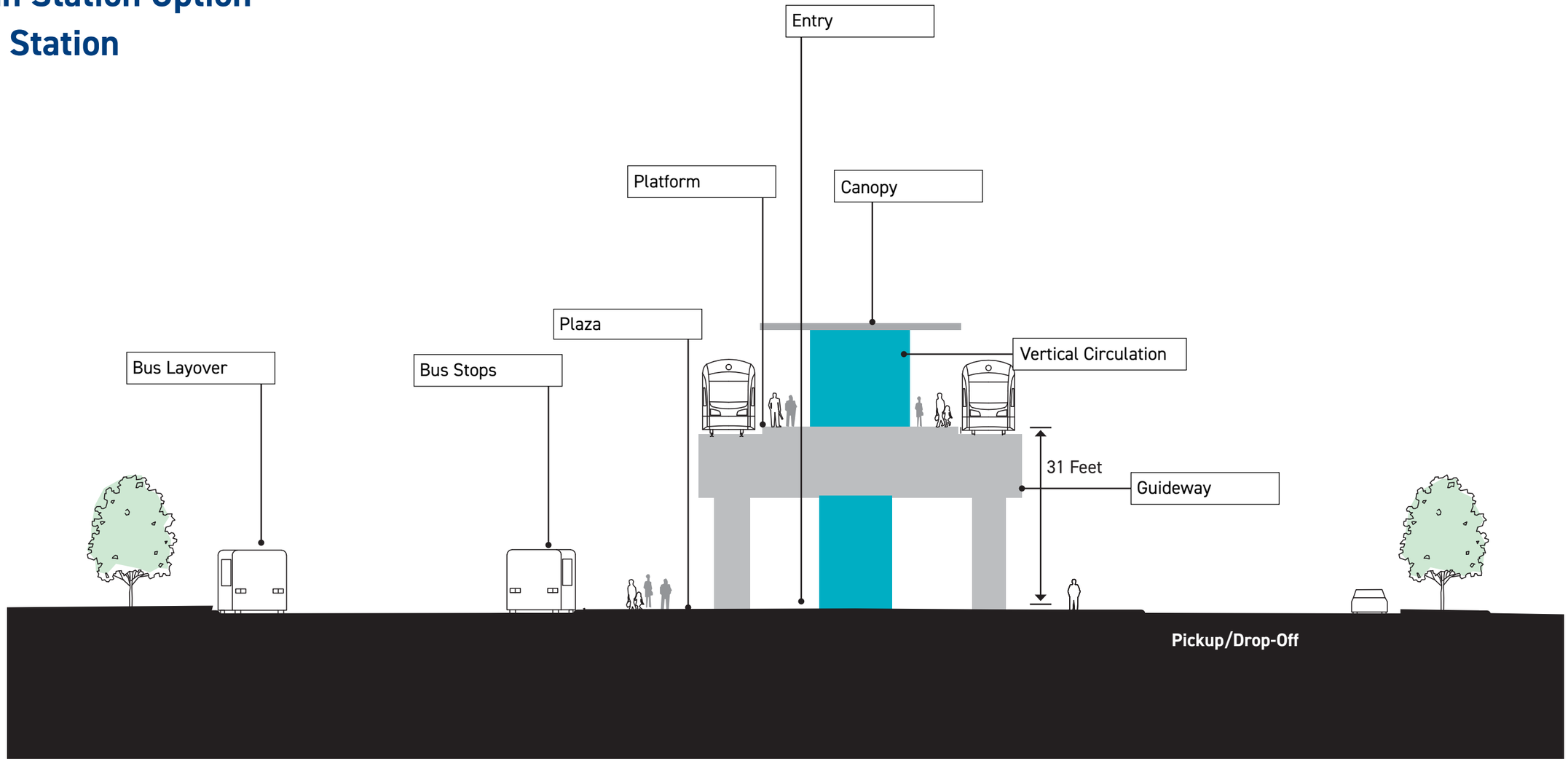
Fife 54th Span Station Option
A Look at the Station

Note: Parking could be in a surface or structured configuration.



Aerial View of the Station

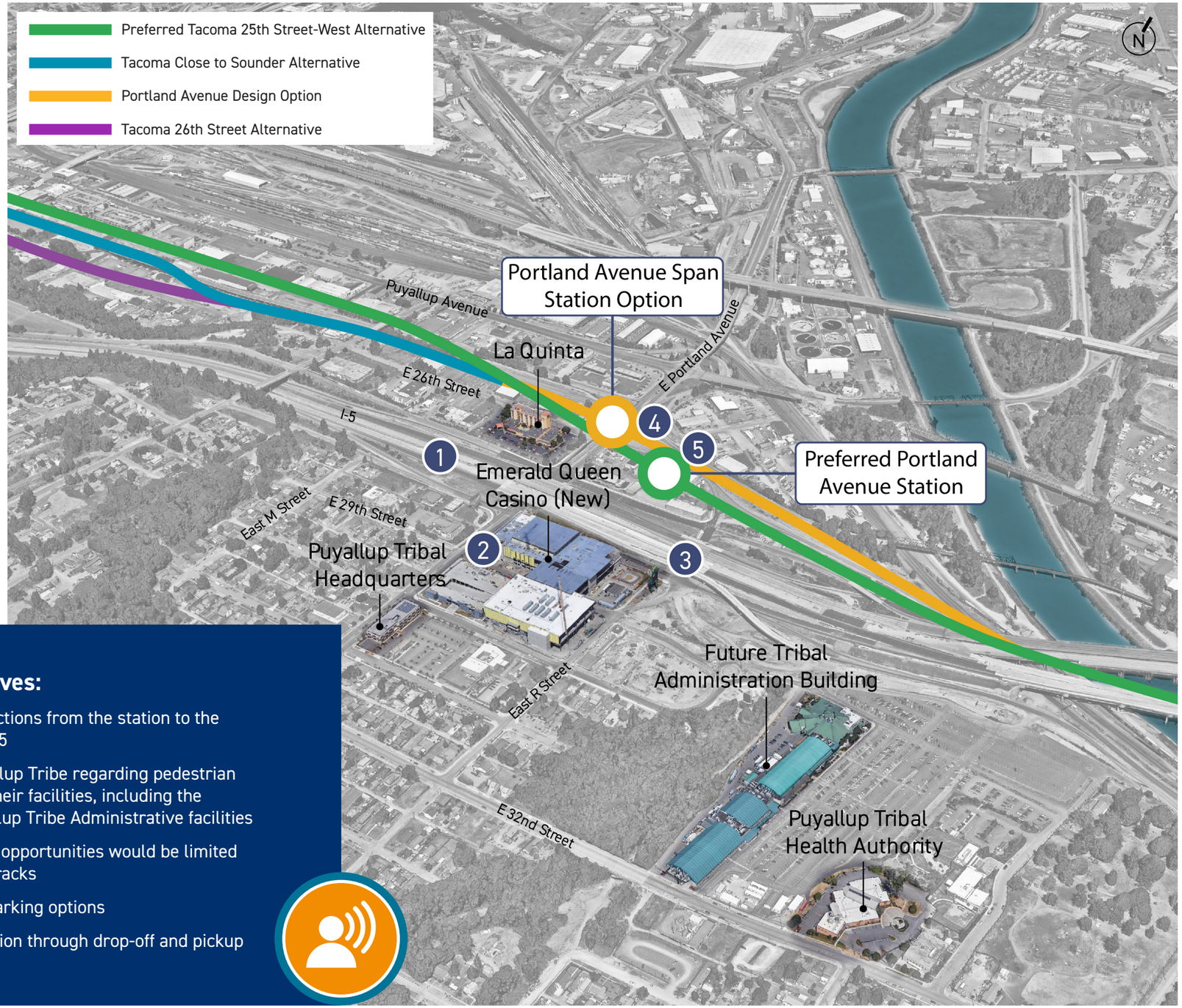
Fife 54th Span Station Option
A Look at the Station



Station Cross Section - Looking East

Portland Avenue Station Area Context

The Portland Avenue station area is centered on Portland Avenue at E 26th Street in Tacoma. There is one station (Portland Avenue Station) and a design option (Portland Avenue Span Station Option) being studied. The station area is currently home to some 7,800 residents, primarily south of I-5. Also located south of I-5 is the new Emerald Queen Casino and Hotel as well as the Puyallup Tribe Headquarters. The station is located in the traditional homelands of the Puyallup Tribe and is located inside the Puyallup Tribe reservation boundary. North of I-5, the area is primarily oriented toward freight and transportation, in support of the Port of Tacoma just to the north.



City and Community Perspectives:

1. Prioritize safe and reliable connections from the station to the community on the south side of I-5
2. Coordinate closely with the Puyallup Tribe regarding pedestrian and bicycle station access from their facilities, including the Emerald Queen Casino and Puyallup Tribe Administrative facilities
3. Concern that future development opportunities would be limited by the proximity of I-5 and train tracks
4. Interest in adding more bicycle parking options
5. Consider how to optimize circulation through drop-off and pickup zones to avoid congestion

Portland Avenue Station Area Context

FORECASTED DAILY STATION BOARDINGS

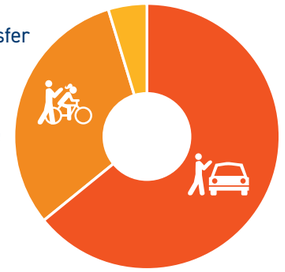
1,200

100% Northbound

0% Southbound

*2042 forecasted

FORECASTED MODE OF ACCESS



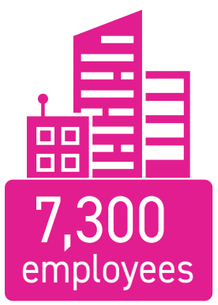
3% Transit Transfer

32% Walk/Bike

65% Pickup (Private, TNC, or Taxi)

*2042 forecasted

FORECASTED LIVING AND WORKING within 1 mile of station

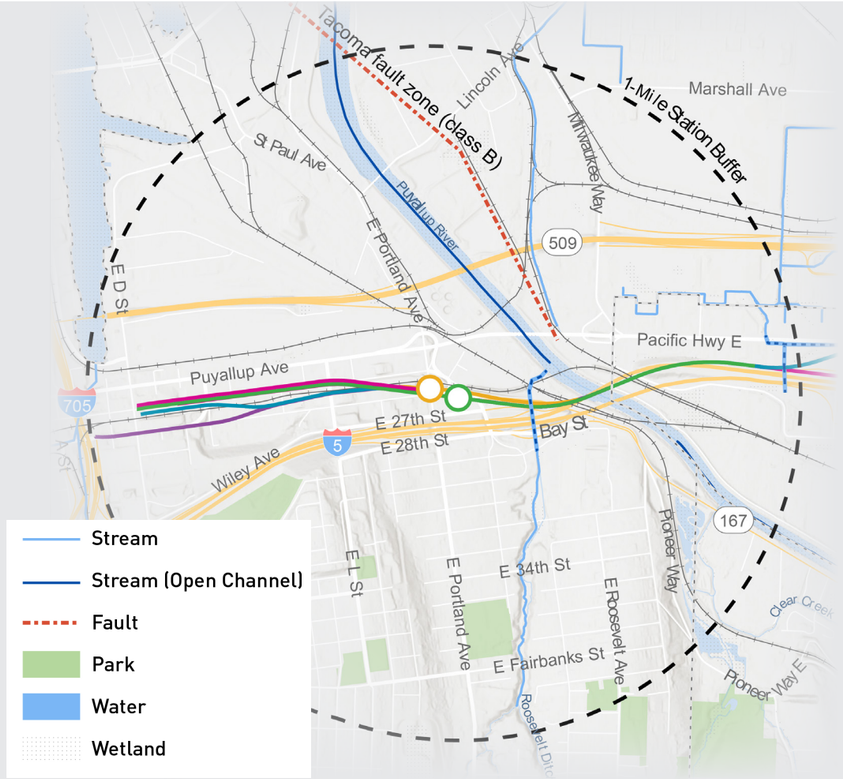


7,300 employees

10,000 people

IN

3,500 housholds



Natural Context:

The Portland Avenue station area is located immediately west of the Puyallup River within the Lower Puyallup Subbasin. The elevation in this area is low before the topography rises to the west and south. The Puyallup River has been extensively altered in this area; rechanneling, levees, and other flood mitigation infrastructure were constructed during the 20th century. There is high susceptibility to seismic hazards in the station area, with high potential for liquefaction.

Puyallup Ave Bridge Construction (1926) Source: National Archives and Records Administration

Puyallup Tribal Member Robert Satiacum with Marlon Brando during a Protest (1964) Source: Seattle Times

Historic Context:

The Portland Avenue Station is located in the traditional territory of the Puyallup Tribe of Indians and is within the Puyallup Tribe of Indians Reservation. Several Tribal settlements were present in the vicinity of the mouth of the Puyallup River in the early 19th century. As Tacoma became a commercial and transportation hub at the end of the 19th century, the upper end of Commencement Bay was drained and filled in to support the construction of the Northern Pacific's transcontinental railroad lines and Port of Tacoma shipping infrastructure. These facilities were redeveloped and expanded throughout the 20th century as highways such as US 99 and I-5 were built and integrated into Tacoma's transportation network.

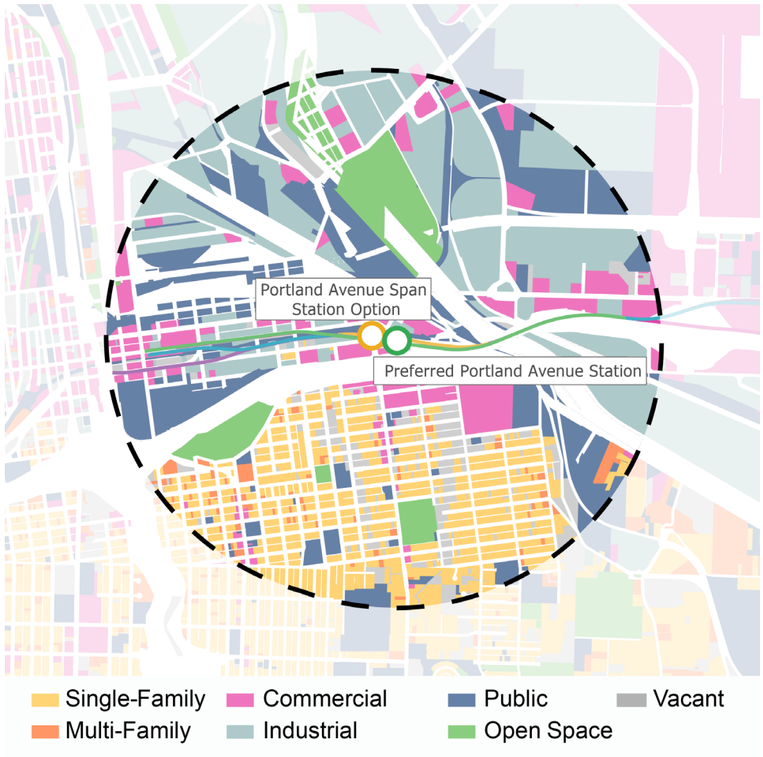
Portland Avenue Station Area Context

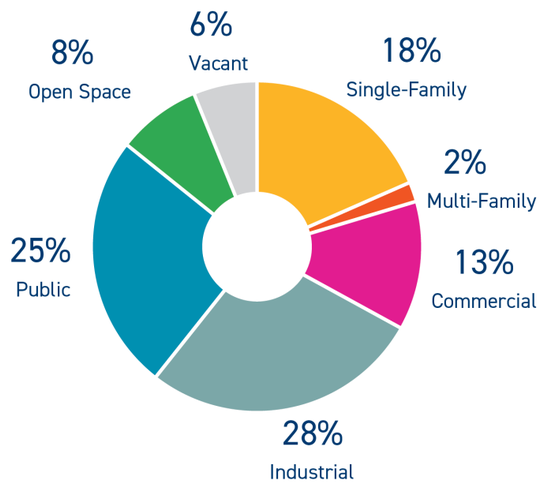
Land Use

Land Use and Zoning Context

North of I-5, land uses near the station are predominantly commercial or transportation-related. The area south of I-5 is characterized by the new Emerald Queen Casino and hotel complex, along with single-family homes.

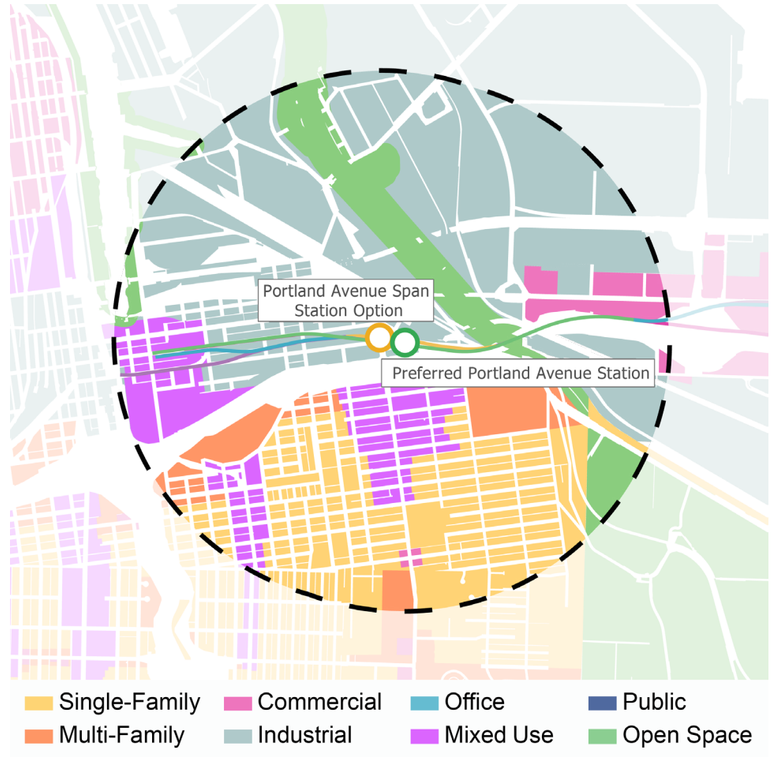
Existing Land Uses within 1 Mile





Derived from Pierce County Land Use data, 2019

Zoning within 1 Mile



Zoning Characteristics

Zone	Allowed Uses	
Light Industrial	Light Industrial	Storage
	Warehousing	Vehicle Service & Repair
Heavy Industrial	Heavy Industrial	Storage
	Warehousing	Vehicle Service & Repair

Portland Avenue Station Area Context

Walking, Biking, and Transit Options

Portland Avenue Station

Existing Transit Service

14

bus stops within 1/2 mile

Service to:
Tacoma Mall
Downtown Tacoma
Puyallup
Lakewood
Federal Way
Salishan
Milton
Fife
Edgewood

Pedestrian Infrastructure

41%

Roads with Sidewalks
(within 1/2 mile of station)

8 miles existing sidewalk

278 sidewalk gaps

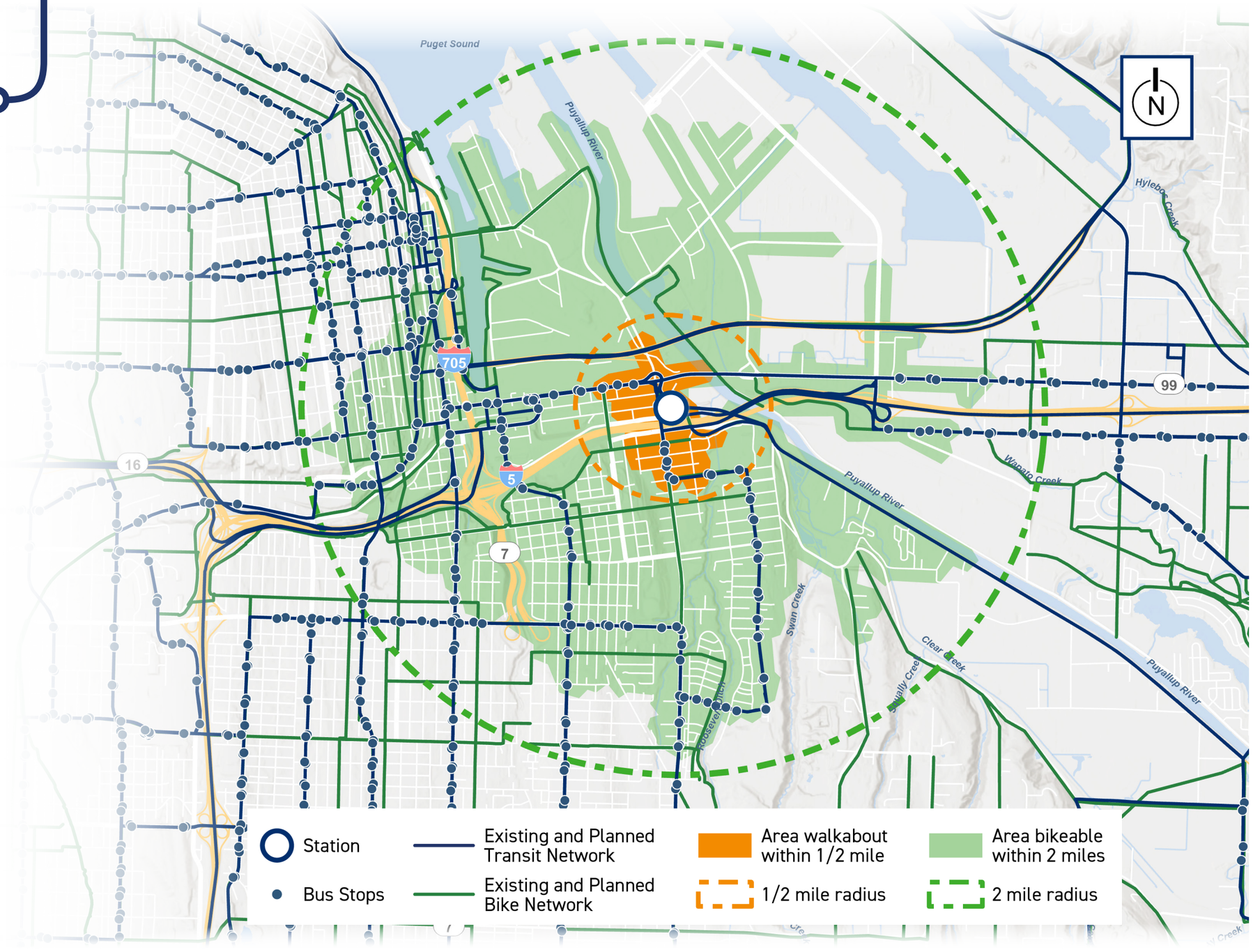
Bicycle Infrastructure

14%

Roads with Bicycle Facilities
(within 2 miles of station)

10 miles existing facilities

36 miles planned



"Existing" information is current as of February 2022

Portland Avenue Station Area Context

Nonmotorized Station Access Projects

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With a limited amount of Station Access Allowance funds available for TDLE, the goal is to leverage Sound Transit contributions with additional funds from local, regional, state, federal, and other sources. These additional funds are anticipated to be secured by cities and other stakeholders along the light rail extension corridor, and Sound Transit will assist in this effort through coordination and partnership with them.

Intersection Projects

These projects include improvements such as modifications to or installation of curb ramps, sidewalks, median waiting islands, and crosswalks and bicycle safety improvements such as striping and signage.

PA 1 Puyallup Avenue and E Portland Avenue Intersection Improvements

Crossing Projects

These projects include improvements to facilitate crossings that pose a barrier, such as major roadways and highways or areas with terrain challenges.

PA 2A PA 2B Portland Avenue Crossings at E 25th Street and/or E 26th Street

PA 5 I-5 Nonmotorized Bridge near Portland Avenue or East R Street/E Bay Street

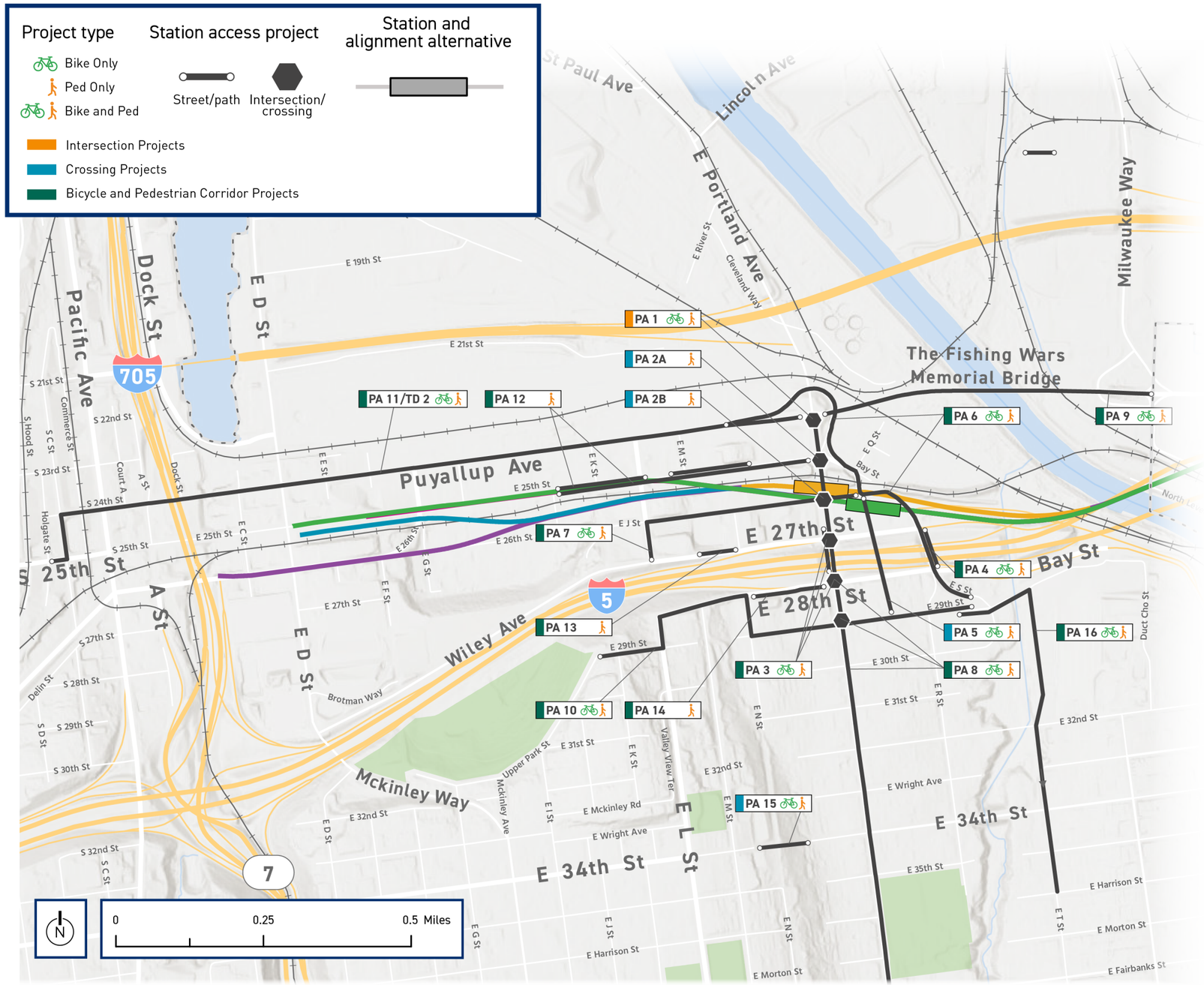
PA 15 E 34th Street Stairway Reconstruction between East N Street and E Portland Avenue

Portland Avenue Station Area Context

Bicycle and Pedestrian Corridor Projects

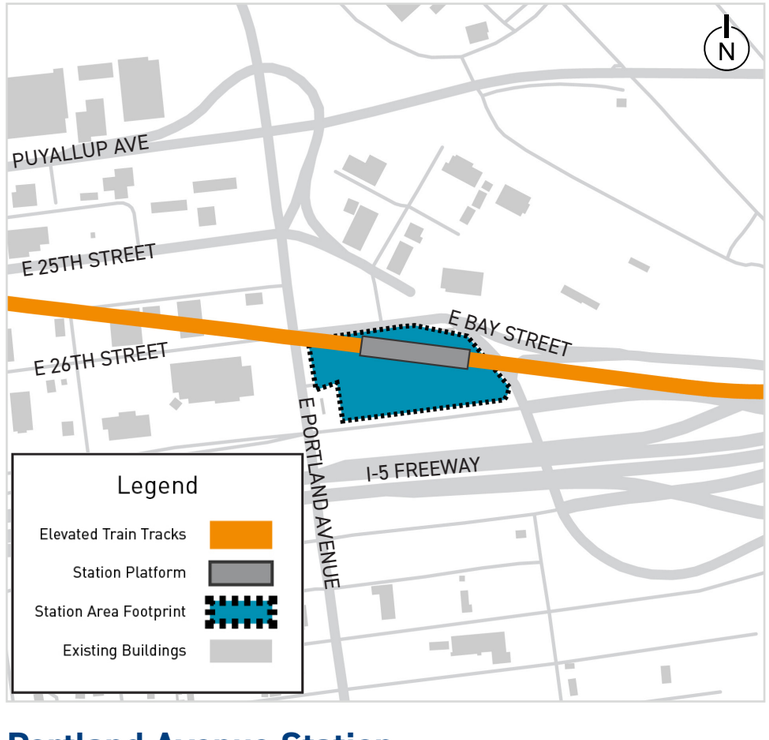
These projects include the construction of bicycle facilities, such as bicycle lanes, and/or sidewalks.

- **PA 3** Portland Avenue Underpass Improvements for Pedestrians and Bicycles
- **PA 4** E Bay Street Underpass Improvements for Pedestrians and Bicycles
- **PA 6** Puyallup Avenue/Portland Avenue Bypass for Pedestrians and Bicycles
- **PA 7** E 26th Street Improvements for Pedestrians and Bicycles
- **PA 8** Portland Avenue Improvements for Pedestrians and Bicycles
- **PA 9** Pacific Highway E Pedestrian and Bicycle Improvements to Connect to Fife
- **PA 10** E 29th Street Improvements for Pedestrians and Bicycles
- **PA 11** Puyallup Avenue Improvements for Pedestrians and Bicycles
- **PA 12** E 25th Street Sidewalks
- **PA 13** E 27th Street Sidewalks
- **PA 14** E 28th Street Sidewalks
- **PA 16** Salishan Greenway Connection between E 29th Street/East R Street to Salishan



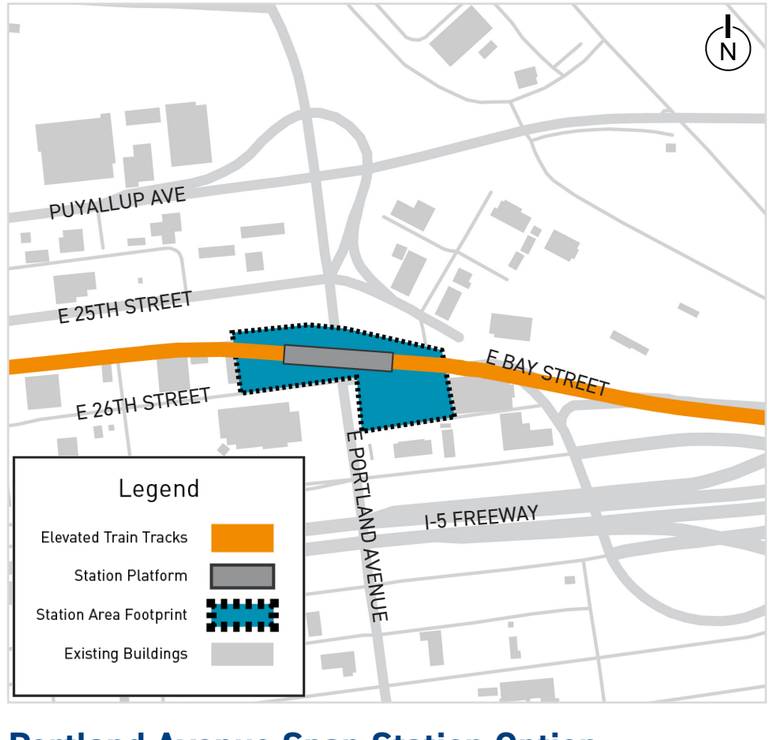
Portland Avenue Stations

There is one station location and one station design option in the Portland Avenue station area: the Portland Avenue Station and the Portland Avenue Span Station Option, respectively.



Portland Avenue Station

The Portland Avenue Station would be located between E Portland Avenue and E Bay Street near E 26th Street. This would be an elevated station with a mezzanine and side platforms. The Portland Avenue Station is located closer to the bridge crossing over the Puyallup River compared to the Portland Avenue Span Station Option. This, along with track geometry requirements, requires that the station be configured with side platforms rather than a center platform.



Portland Avenue Span Station Option

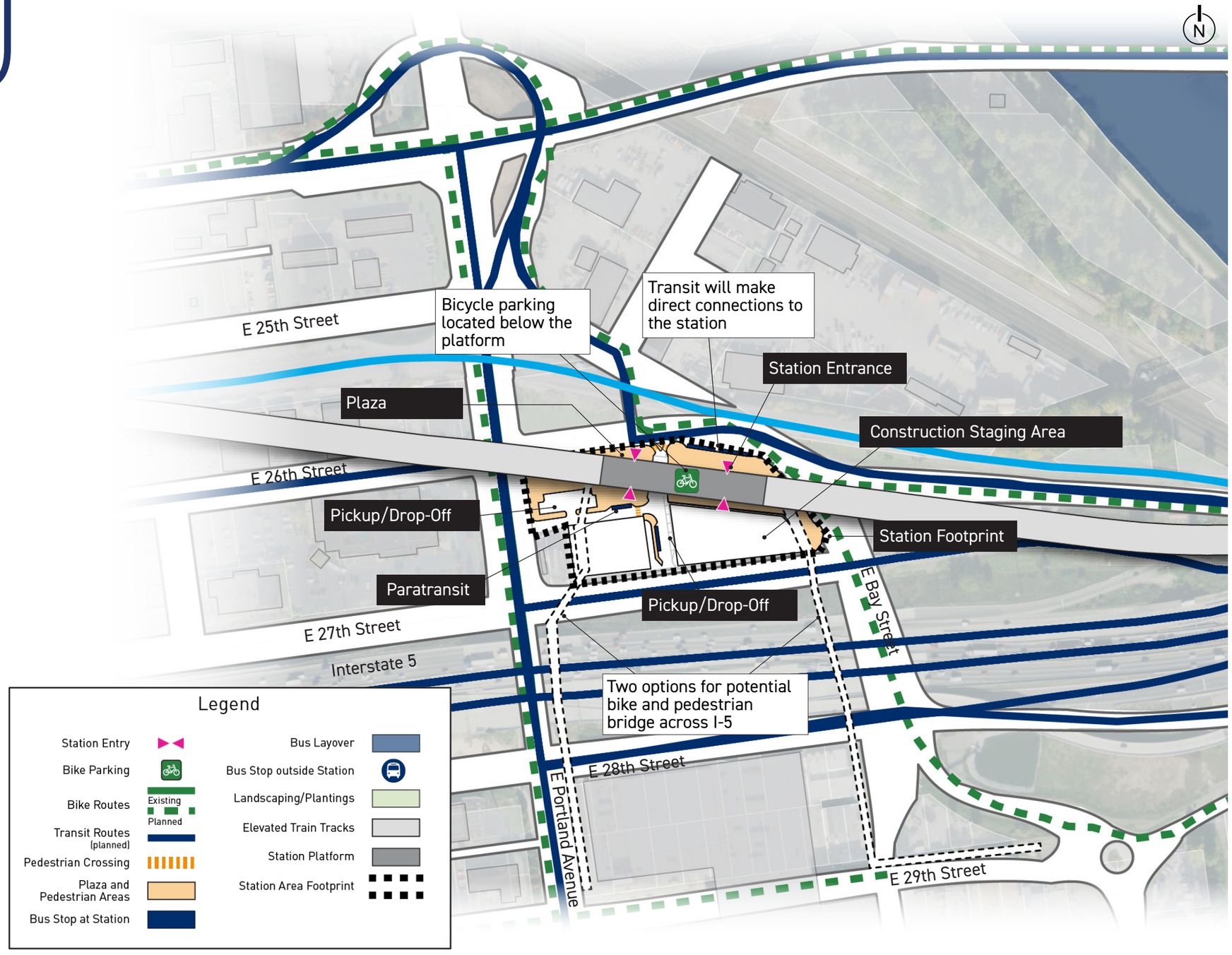
The Portland Avenue Span Station Option would span E Portland Avenue near E 26th Street. This would be an elevated station with no mezzanine and a center platform and would have entrances on both sides of E Portland Avenue.

Portland Avenue Stations

Portland Avenue Station Station Context Plan

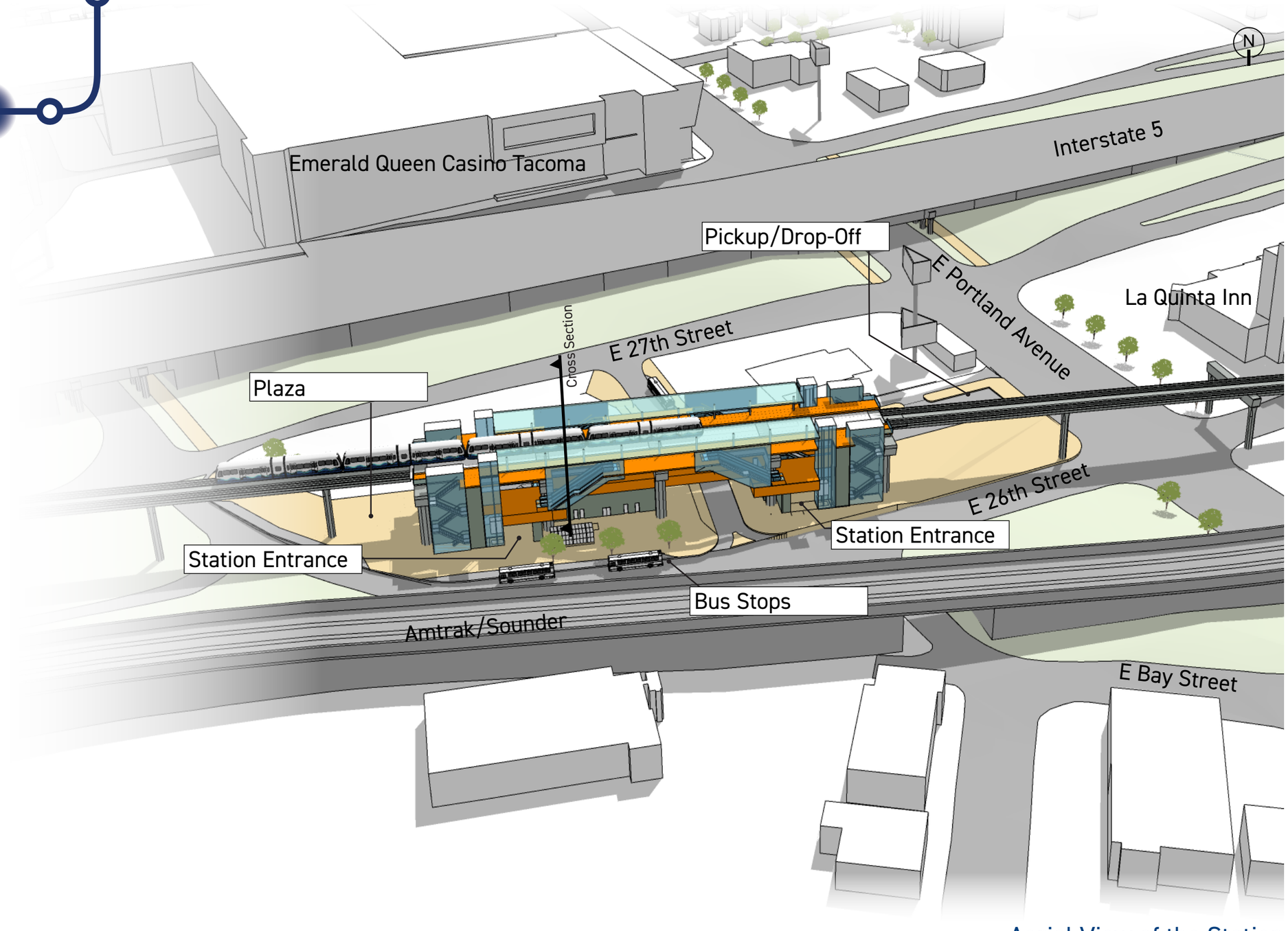
The Portland Avenue Station would be located east of the intersection of Portland Avenue and E 26th Street in Tacoma, just north of I-5 and to the west of the Puyallup River. Much of the residential population near this station is located to the south of I-5.

Note: Funding sources for design and construction have not been committed for the bike and pedestrian bridge across I-5.



Portland Avenue Stations

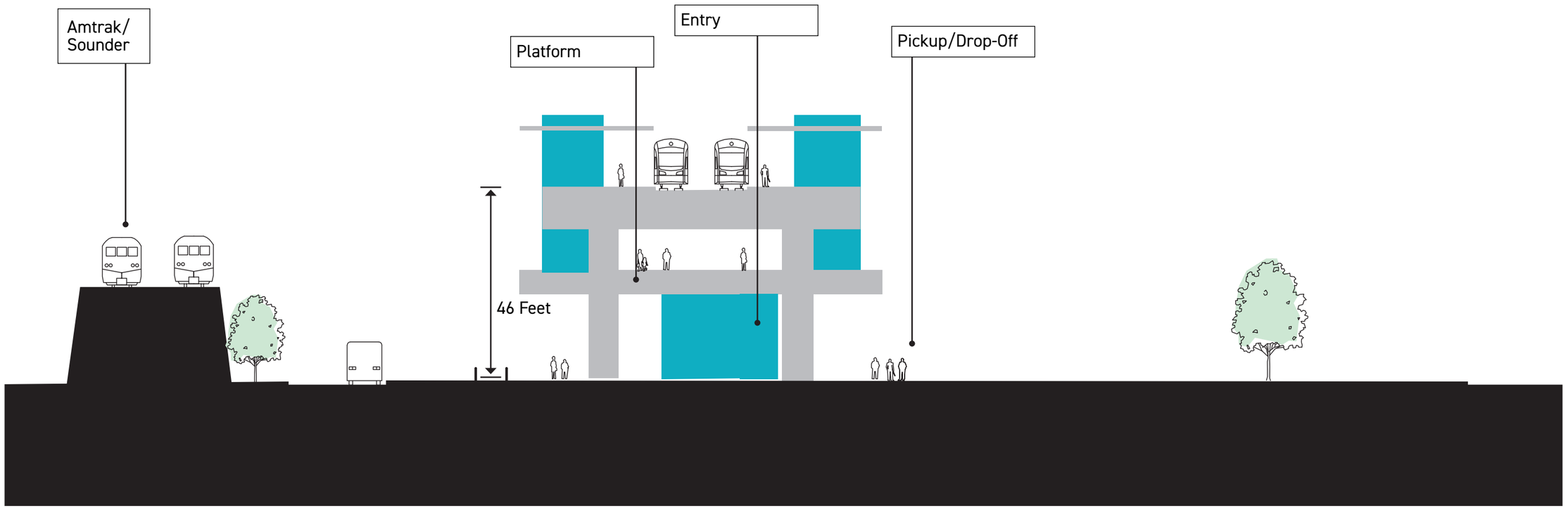
Portland Avenue Station
A Look at the Station



Aerial View of the Station

Portland Avenue Stations

Portland Avenue Station
A Look at the Station



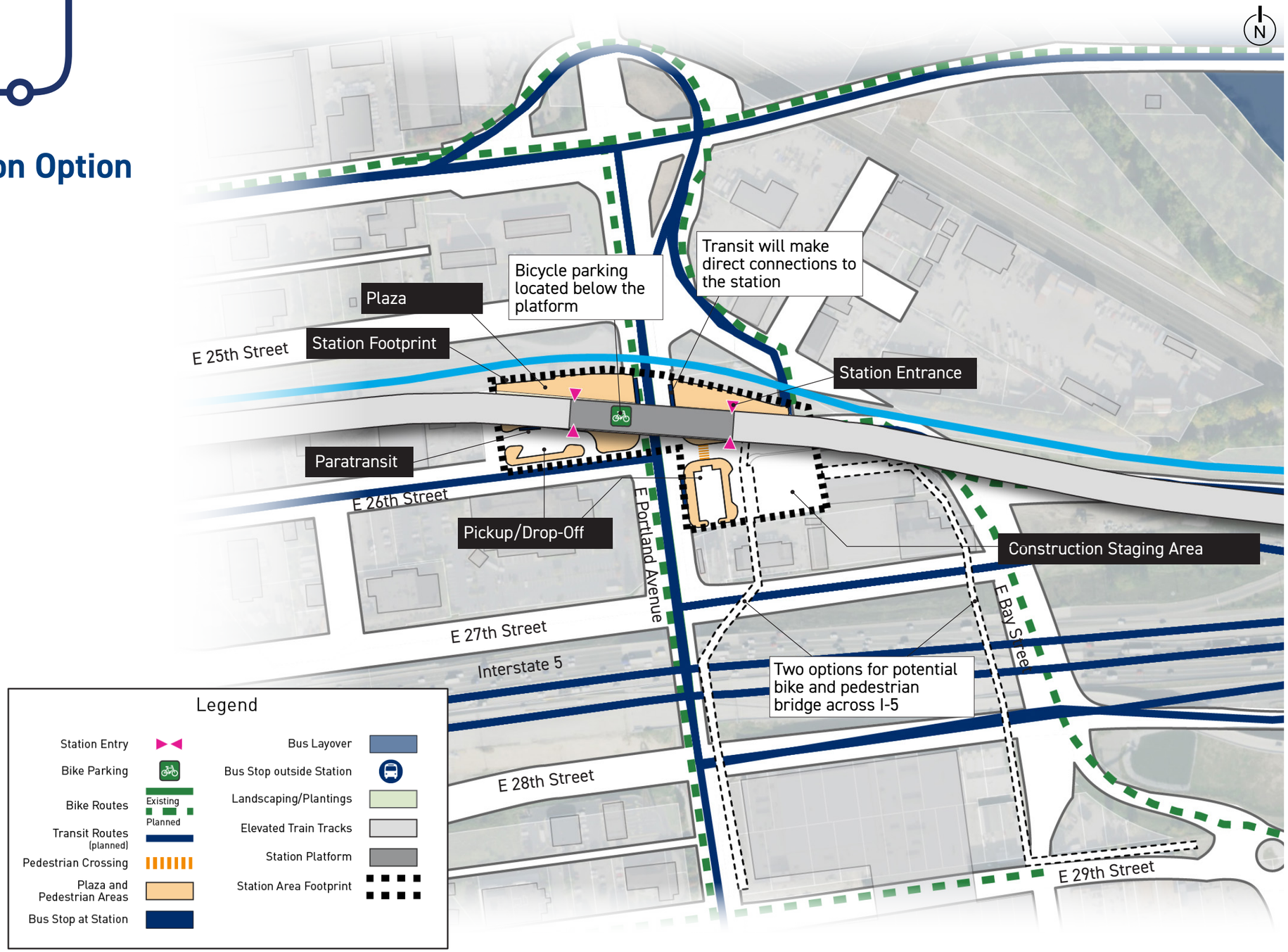
Station Cross Section - Looking East

Portland Avenue Stations

Portland Avenue Span Station Option Station Context Plan

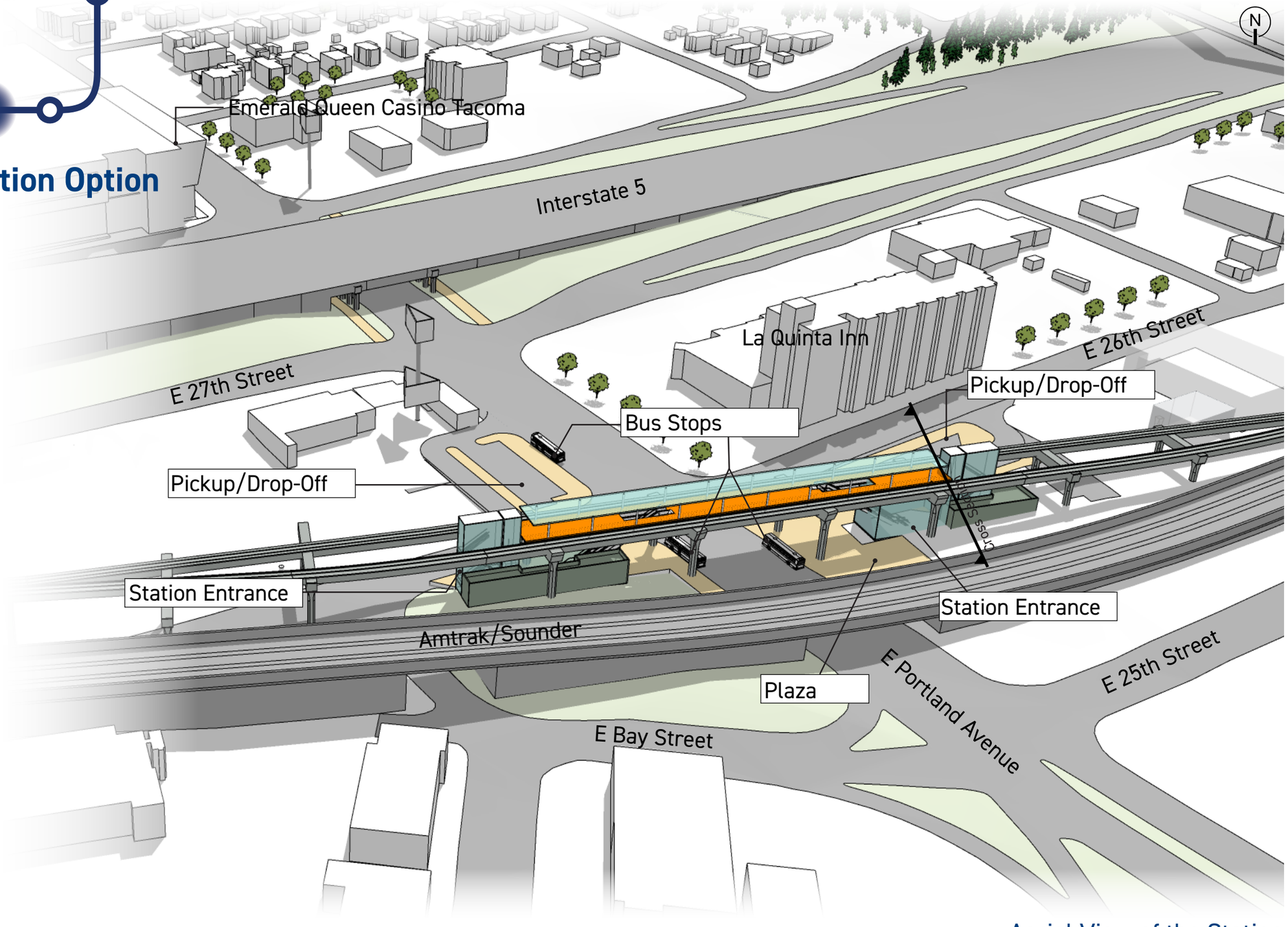
The Portland Avenue Span Station Option would be located over E Portland Avenue at E 26th Street. The Sounder/Amtrak rail trestle would border the northern edge of the station.

Note: Funding sources for design and construction have not been committed for the bike and pedestrian bridge across I-5.



Portland Avenue Stations

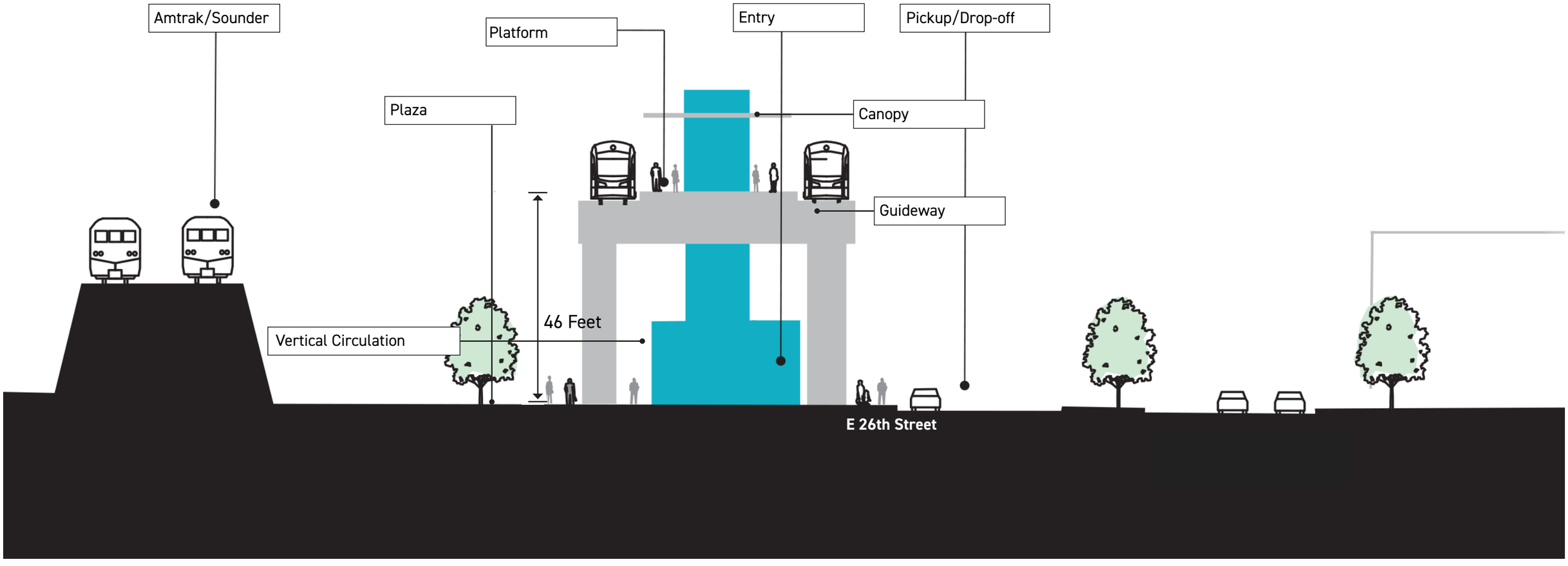
Portland Avenue Span Station Option
A Look at the Station



Aerial View of the Station

Portland Avenue Stations

Portland Avenue Span Station Option
A Look at the Station

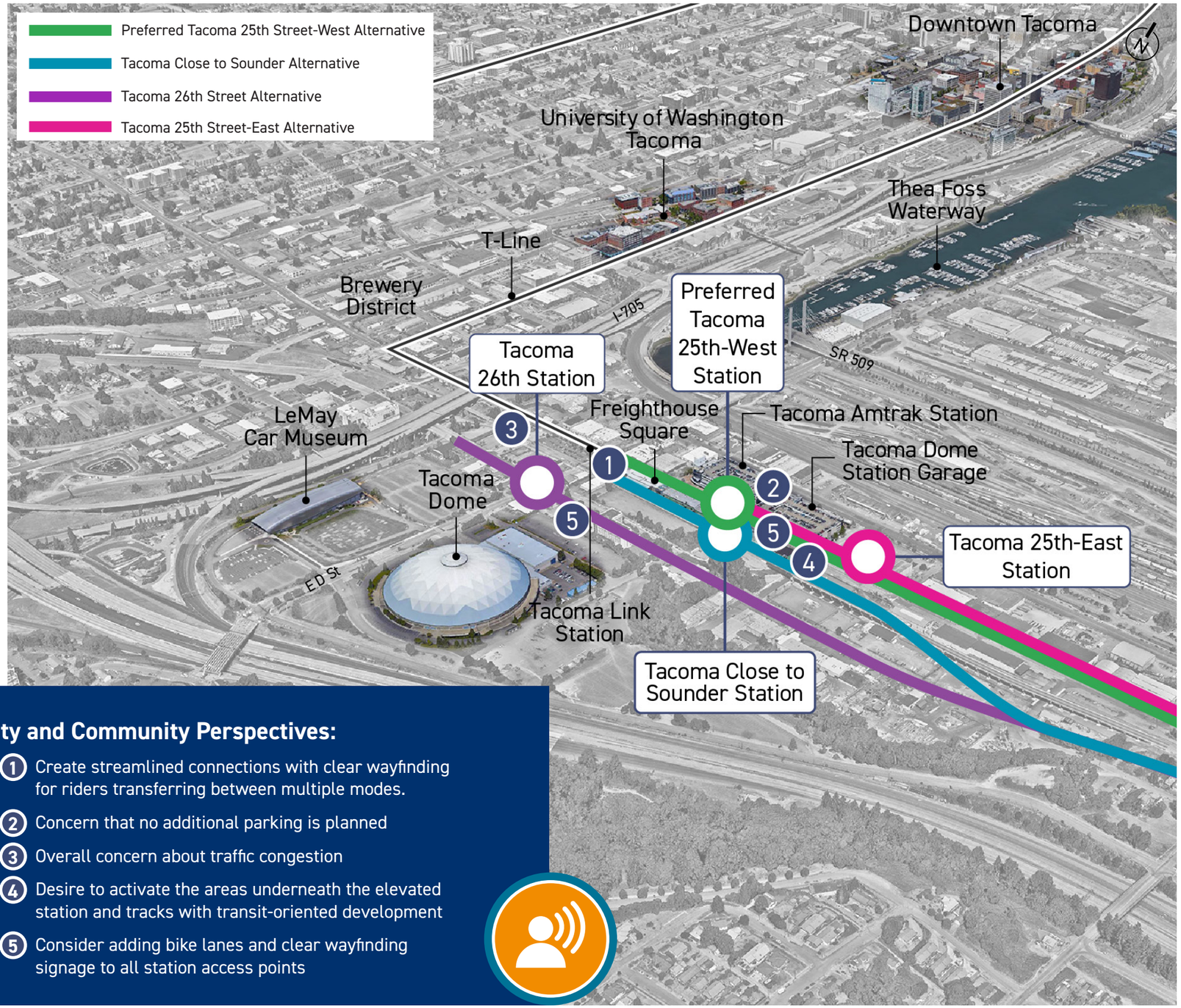


Station Cross Section - Looking East

Tacoma Dome Station Area Context

The Tacoma Dome station area is centered on the existing regional transit hub near the Tacoma Link, Sounder, and Amtrak stations. There are four station locations in this station area: Tacoma 25th Street-West Station, Tacoma 25th Street-East Station, Tacoma Close to Sounder Station, and Tacoma 26th Street Station. This includes an existing 2,220 space parking garage. The station area is currently home to some 13,000 residents, and about 17,600 people work in the area. The area is situated to the southeast of the city's Downtown neighborhood, on the east side of I-705 from the Brewery District. The area is currently home to the Tacoma Dome Event Center and LeMay Car Museum, and connected to the Thea Foss Waterway to the north.

Sound Transit operates Tacoma Link light rail that connects the Tacoma Dome Station to downtown Tacoma and the Stadium and Hilltop communities. In addition, Sound Transit provides regional bus service that connects to Federal Way, Sea-Tac International Airport, Seattle, Gig Harbor and Lakewood, and commuter rail service that connects to Lakewood, Puyallup, Sumner, Auburn, Kent, Tukwila and Seattle. Amtrak and Amtrak Cascades serve the Tacoma Dome Station and provide intercity/interstate passenger rail connections. The Sounder and Amtrak passenger facilities are located within Freighthouse Square and the platforms to the south.



City and Community Perspectives:

1. Create streamlined connections with clear wayfinding for riders transferring between multiple modes.
2. Concern that no additional parking is planned
3. Overall concern about traffic congestion
4. Desire to activate the areas underneath the elevated station and tracks with transit-oriented development
5. Consider adding bike lanes and clear wayfinding signage to all station access points

Tacoma Dome Station Area Context

FORECASTED DAILY STATION BOARDINGS

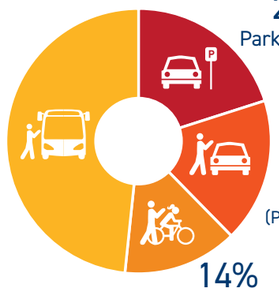
10,800

100% Northbound

0% Southbound

*2042 forecasted

FORECASTED MODE OF ACCESS



*2042 forecasted

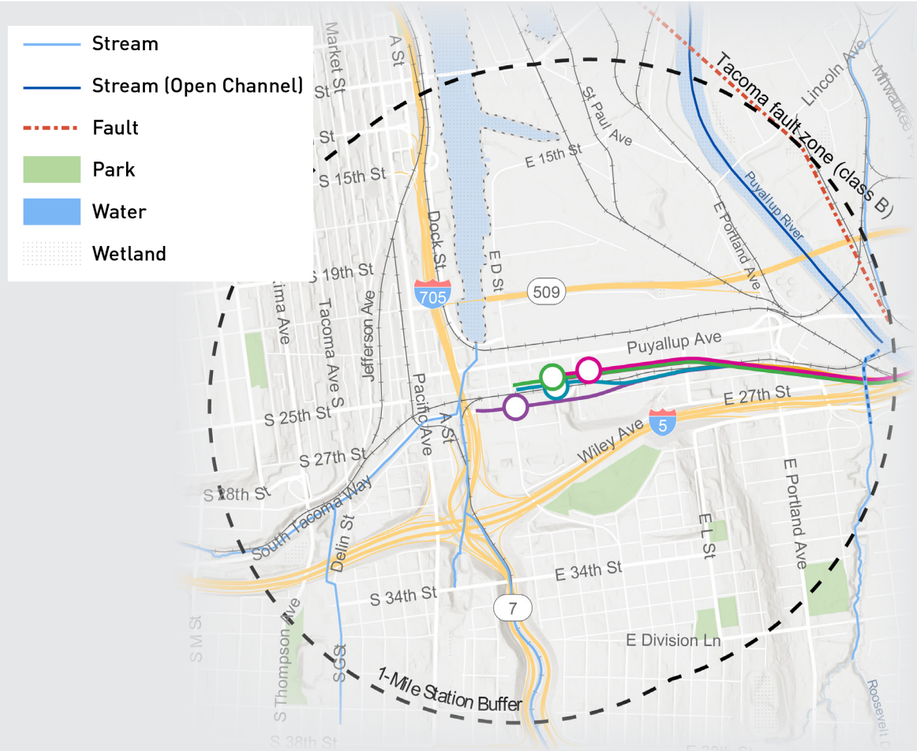
FORECASTED LIVING AND WORKING within 1 mile of station

17,600 employees

13,000 people

IN

5,000 housholds



Natural Context:

The Tacoma Dome station area is located in a highly developed urban area just north of the Tacoma Dome arena within the Lower Puyallup Subbasin. There are few wetlands and other water resources surrounding the station area, and no flood hazards in the immediate vicinity. There is high susceptibility to seismic hazards in the station area, with high potential for liquefaction.

Historic Context:

The Tacoma Dome station locations are in the traditional territory of the Puyallup Tribe of Indians. Several Tribal settlements were present along the Puyallup River and Commencement Bay in the early 19th century. In the late 19th century, the southern tideflats of Commencement Bay were drained, filled, and developed with railroads and port infrastructure, supporting Tacoma's continued growth and urbanization. Commercial freight developments increased to the south of the transportation hub in the 20th century, further supported by the construction of US 99 and later I-5. The construction of I-5 severed the industrial and commercial area's connection to residential neighborhoods to the south. The Tacoma Dome was constructed in 1983, providing Tacoma with a major entertainment center.

Port of Tacoma Crane (1920s) Port of Tacoma

Tacoma Dome (1980s) Tacoma Dome

Tacoma Dome Station Area Context

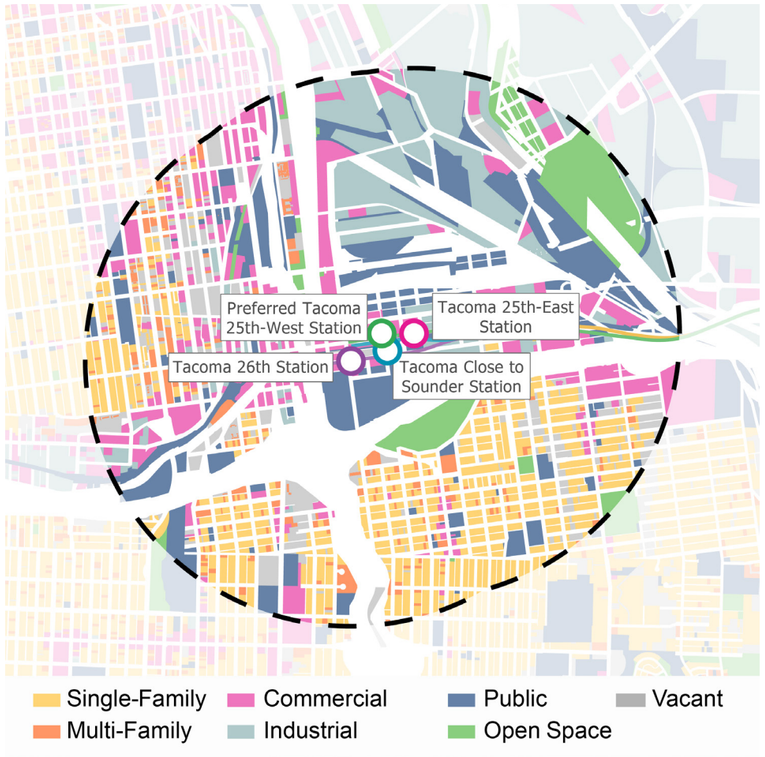
Land Use

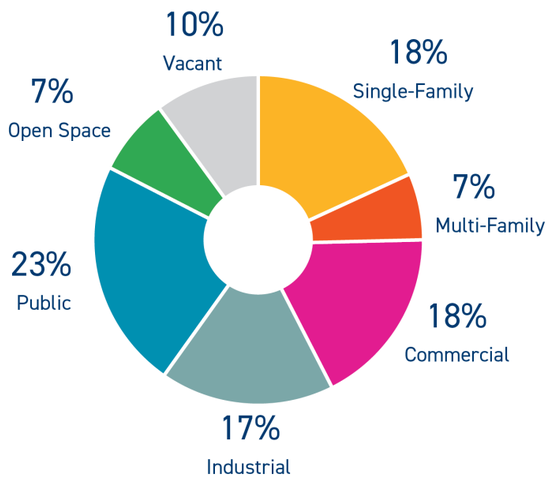
Land Use and Zoning Context

The Tacoma Dome station is located in the Dome District, an area that the City of Tacoma has long planned for mixed-use development, and zoning is in place to attract these uses. The area has a mix of commercial activity, including retail, dining and entertainment establishments, and art galleries as well as some office and education uses. Close to the station locations, there is limited residential, though more is planned. The Tacoma Dome represents a major activity center for the area but also has a substantial amount of land consumed with parking lots.

Land use is primarily lower-density, one-story, light industrial and commercial uses. The area west of the stations is beginning to shift to mixed-use residential uses (especially west of I-705).

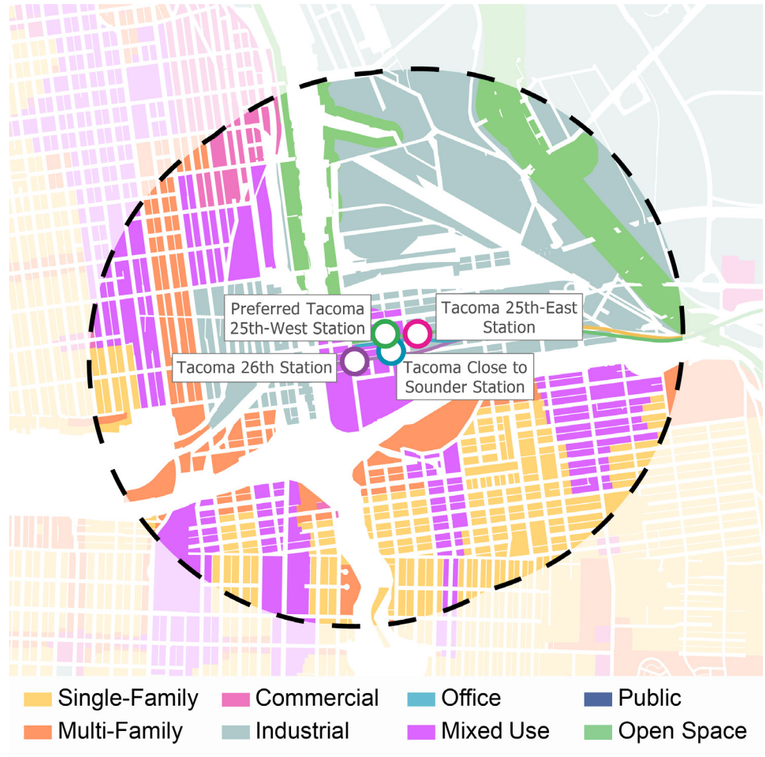
Existing Land Uses within 1 Mile





Derived from Pierce County Land Use data, 2019

Zoning within 1 Mile



Zoning Characteristics

Zone	Allowed Uses	
Warehouse Residential	Multi-Family Dwelling Commercial	Industrial (located entirely within a building)
Downtown Mixed Use	Retail Office	Residential Industrial (located entirely within a building)
Light Industrial	Light Industrial Warehousing	Storage Vehicle Service & Repair
Heavy Industrial	Heavy Industrial Warehousing	Storage Vehicle Service & Repair

Tacoma Dome Station Area Context

Walking, Biking, and Transit Options

Tacoma 25th Street-West Station

Existing Transit Service

31

bus stops within 1/2 mile

+ Sounder, Tacoma Link, Amtrack

Service to:

Ruston	Purdy
Tacoma Mall	Gig Harbor
Puyallup	Roy
Downtown Tacoma	Dupont
Salishan	Lakewood
Auburn	Kitsap County
Milton	Olympia
Fife	Lacey
Edgewood	University Place
Parkland	Spanaway

Pedestrian Infrastructure

49%

Roads with Sidewalks
(within 1/2 mile of station)

9 miles existing sidewalk

200 sidewalk gaps

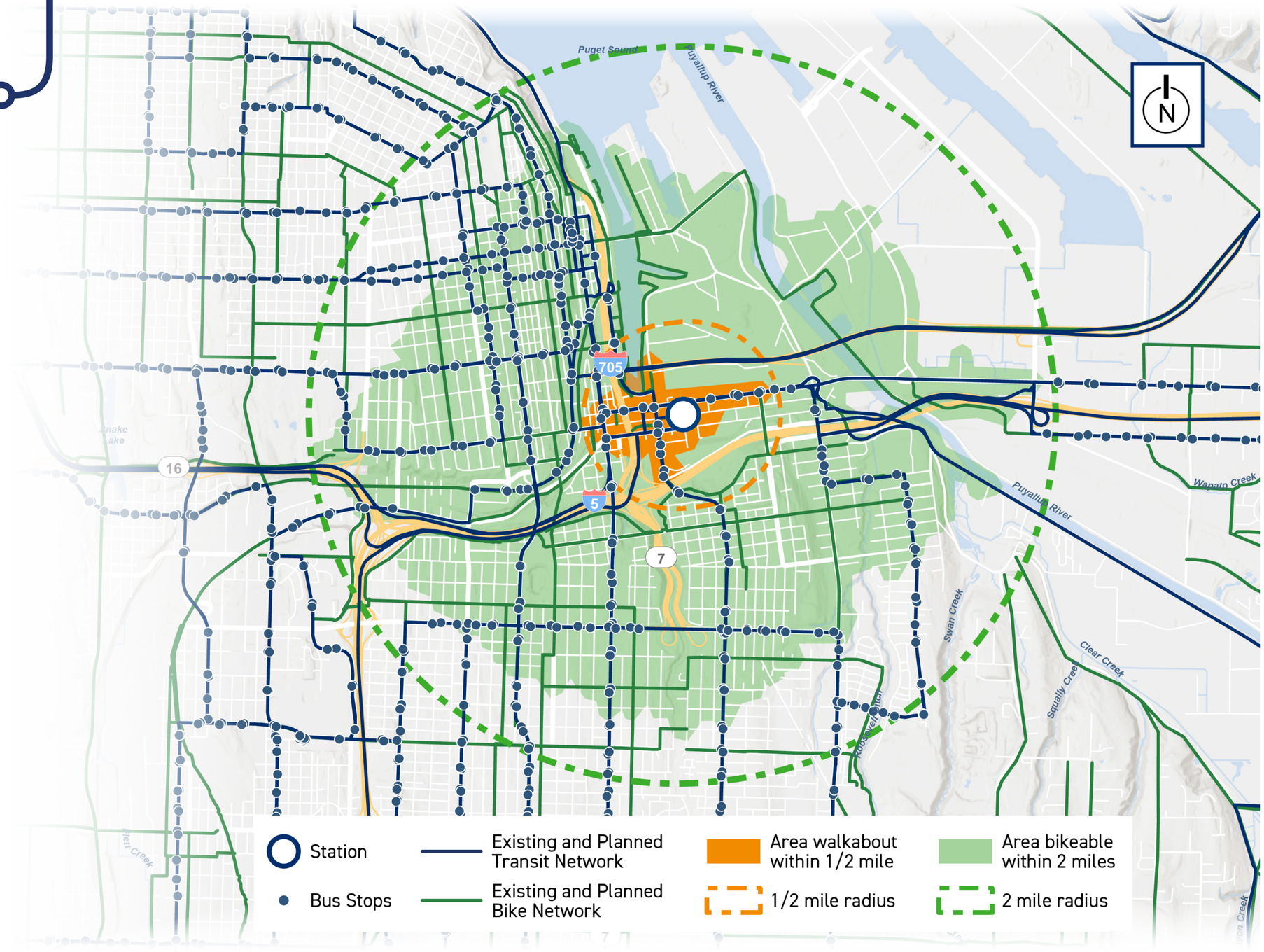
Bicycle Infrastructure

17%

Roads with Bicycle Facilities
(within 2 miles of station)

14 miles existing facilities

44 miles planned



"Existing" information is current as of February 2022

Tacoma Dome Station Area Context

Walking, Biking, and Transit Options

Tacoma 25th Street-East Station

Existing Transit Service

31

bus stops within 1/2 mile

+ Sounder, Tacoma Link, Amtrack

Service to:

Ruston	Purdy
Tacoma Mall	Gig Harbor
Puyallup	Roy
Downtown Tacoma	Dupont
Salishan	Lakewood
Auburn	Kitsap County
Milton	Olympia
Fife	Lacey
Edgewood	University Place
Parkland	Spanaway

Pedestrian Infrastructure

40%

Roads with Sidewalks
(within 1/2 mile of station)

7 miles existing sidewalk

201 sidewalk gaps

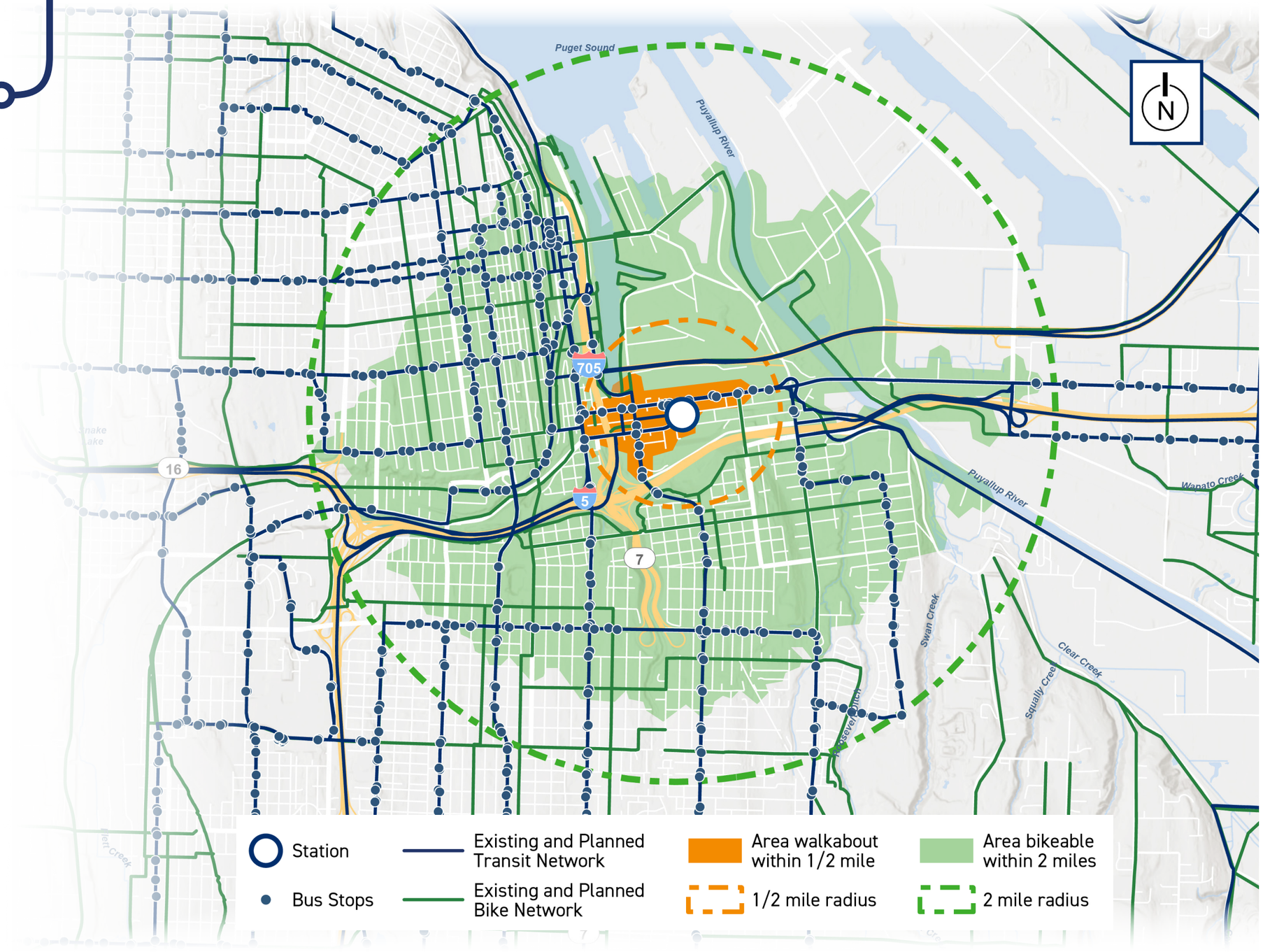
Bicycle Infrastructure

17%

Roads with Bicycle Facilities
(within 2 miles of station)

13 miles existing facilities

42 miles planned



"Existing" information is current as of February 2022

Tacoma Dome Station Area Context

Walking, Biking, and Transit Options

Tacoma Close to Sounder Station

Existing Transit Service

31

bus stops within 1/2 mile

+ Sounder, Tacoma Link, Amtrack

Service to:

Ruston	Purdy
Tacoma Mall	Gig Harbor
Puyallup	Roy
Downtown Tacoma	Dupont
Salishan	Lakewood
Auburn	Kitsap County
Milton	Olympia
Fife	Lacey
Edgewood	University Place
Parkland	Spanaway

Pedestrian Infrastructure

49%

Roads with Sidewalks
(within 1/2 mile of station)

9 miles existing sidewalk

206 sidewalk gaps

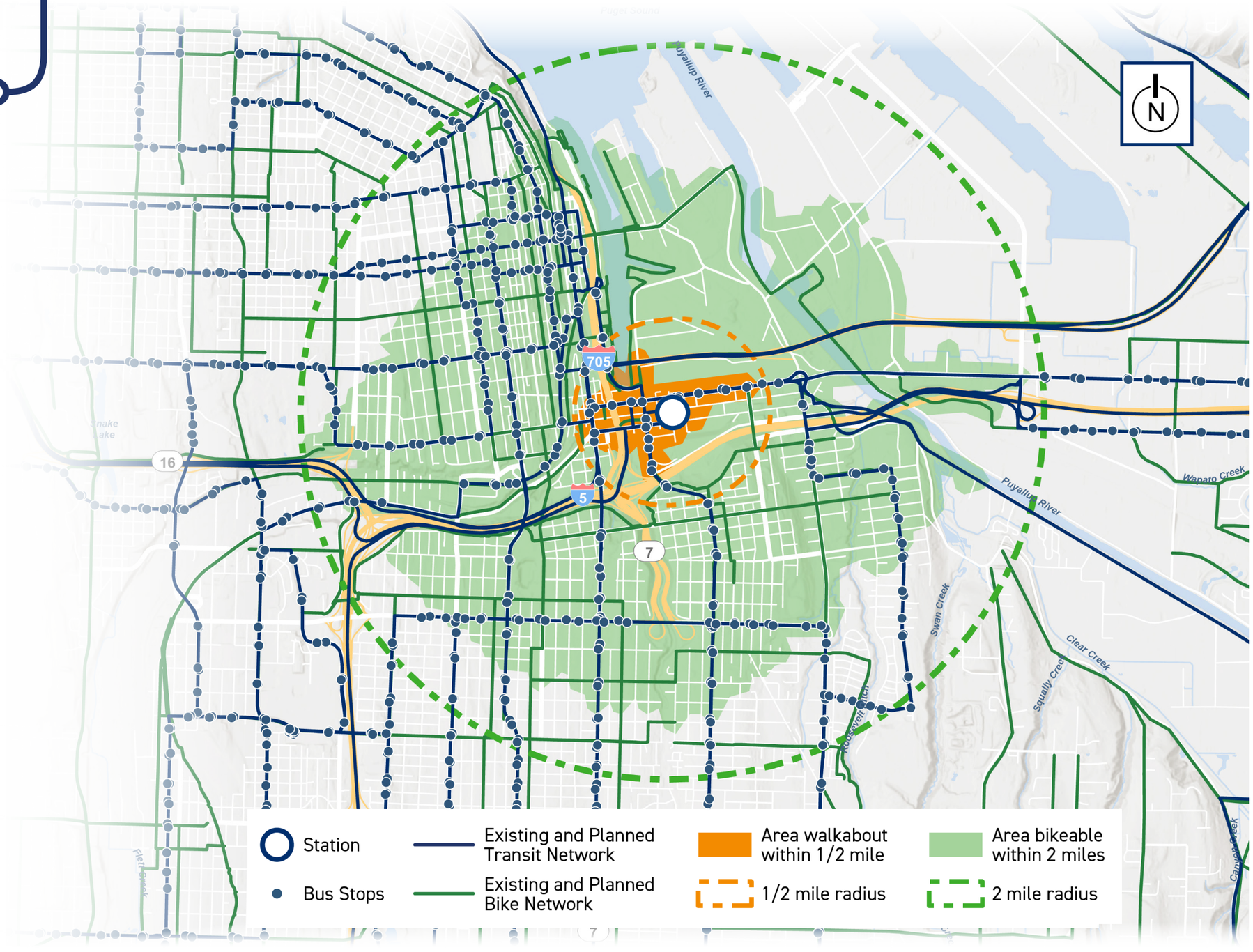
Bicycle Infrastructure

17%

Roads with Bicycle Facilities
(within 2 miles of station)

14 miles existing facilities

44 miles planned



"Existing" information is current as of February 2022

Tacoma Dome Station Area Context

Walking, Biking, and Transit Options

Tacoma 26th Street Station

Existing Transit Service

31

bus stops within 1/2 mile

+ Sounder, Tacoma Link, Amtrack

Service to:

Ruston	Purdy
Tacoma Mall	Gig Harbor
Puyallup	Roy
Downtown Tacoma	Dupont
Salishan	Lakewood
Auburn	Kitsap County
Milton	Olympia
Fife	Lacey
Edgewood	University Place
Parkland	Spanaway

Pedestrian Infrastructure

58%

Roads with Sidewalks
(within 1/2 mile of station)

12 miles existing sidewalk

190 sidewalk gaps

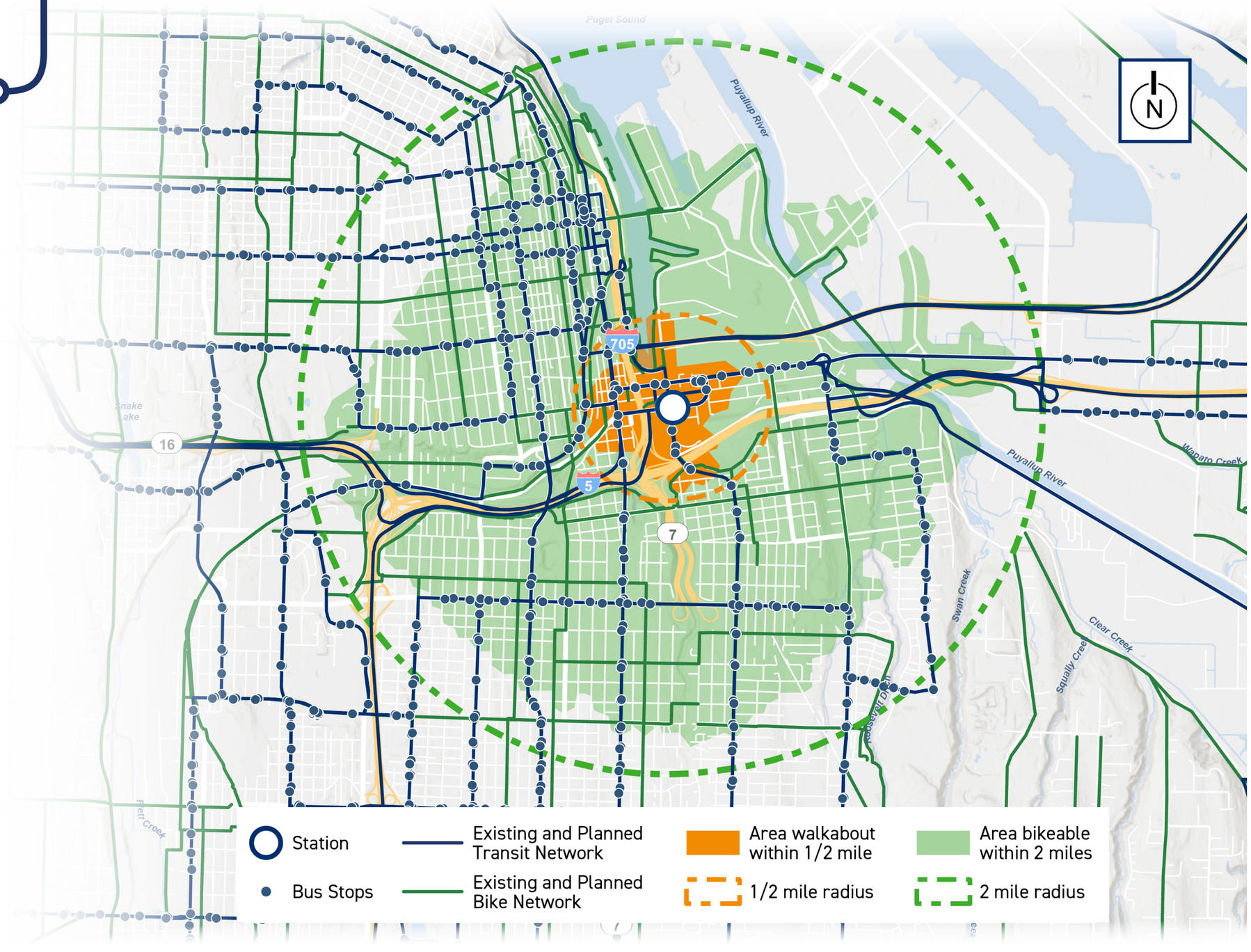
Bicycle Infrastructure

18%

Roads with Bicycle Facilities
(within 2 miles of station)

14 miles existing facilities

45 miles planned



"Existing" information is current as of February 2022

Tacoma Dome Station Area Context

Nonmotorized Station Access Projects

This initial list of potential Station Access Allowance nonmotorized access projects in the Tacoma Dome station area was developed by examining existing nonmotorized infrastructure near the stations and reviewing of local plans for improving and expanding these facilities. We also gathered local perspectives on these projects during our community engagement efforts.

This list is preliminary; Sound Transit will continue to coordinate with the public, jurisdictions, transit agency partners, and the Puyallup Tribe to add, remove, modify or refine projects as the TDLE project progresses. We will work with partner jurisdictions and agencies to evaluate and prioritize the projects.

With a limited amount of Station Access Allowance funds available for TDLE, the goal is to leverage Sound Transit contributions with additional funds from local, regional, state, federal, and other sources. These additional funds are anticipated to be secured by cities and other stakeholders along the light rail extension corridor, and Sound Transit will assist in this effort through coordination and partnership with them.

Intersection Projects

These projects include improvements such as modifications to or installation of curb ramps, sidewalks, median waiting islands, and crosswalks and bicycle safety improvements such as striping and signage.

- TD 1 East D Street and E Dock Street Intersection Improvements for Pedestrians and Bicycles
- TD 5 E 26th Street and I-5 Off-Ramp Intersection Improvements

Crossing Projects

These projects include improvements to facilitate crossings that pose a barrier, such as major roadways and highways or areas with terrain challenges.

- TD 3 Dome District Railroad Crossing Improvements
- TD 6 E 25th Street Overcrossing between the Station Platform and the Tacoma Dome Station Parking Garage

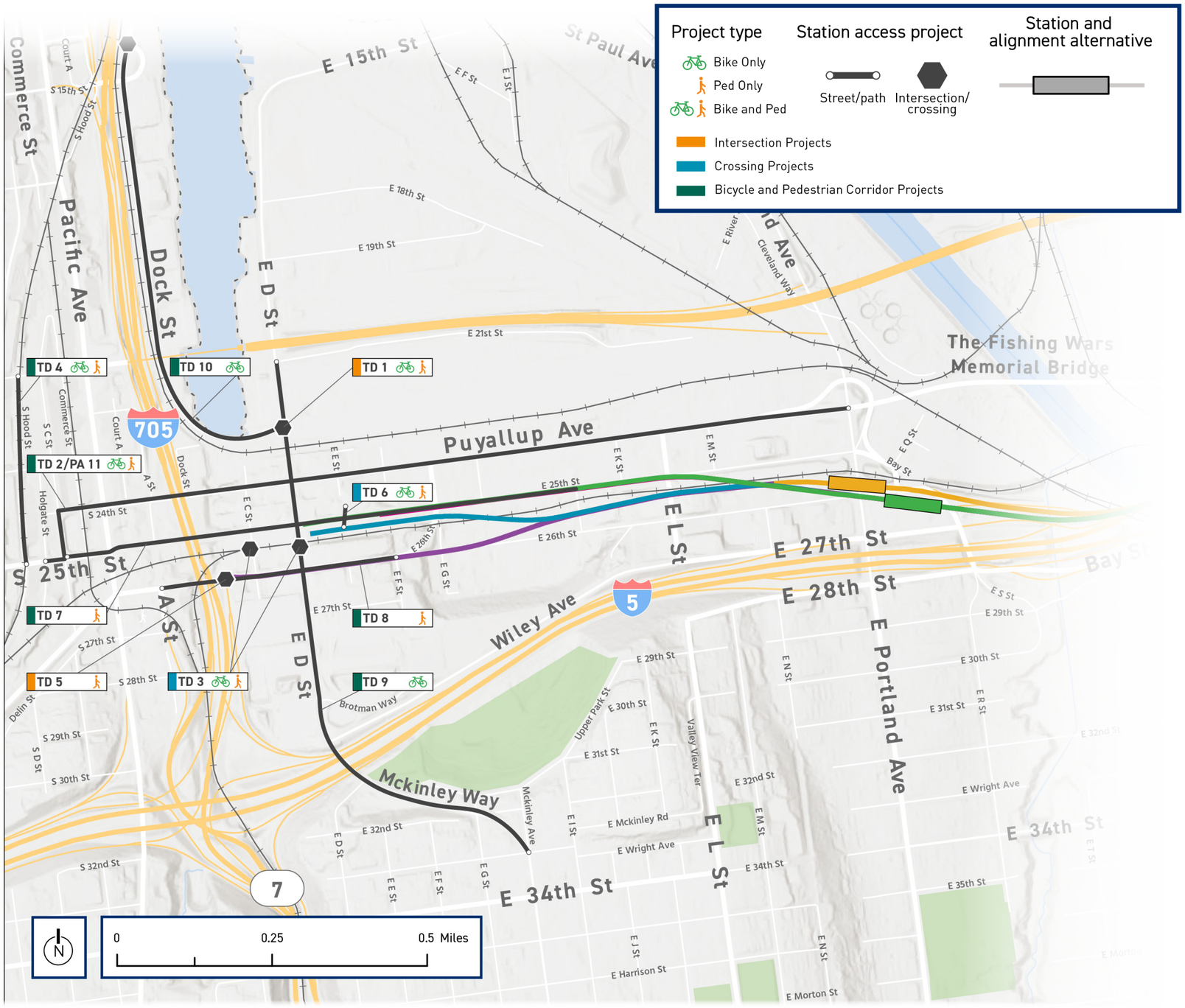
Note: The projects included in this list are also being considered to receive Sound Transit funding through a separate process, called the Tacoma Dome Access Improvements (TDAI) project.

Tacoma Dome Station Area Context

Bicycle and Pedestrian Corridor Projects

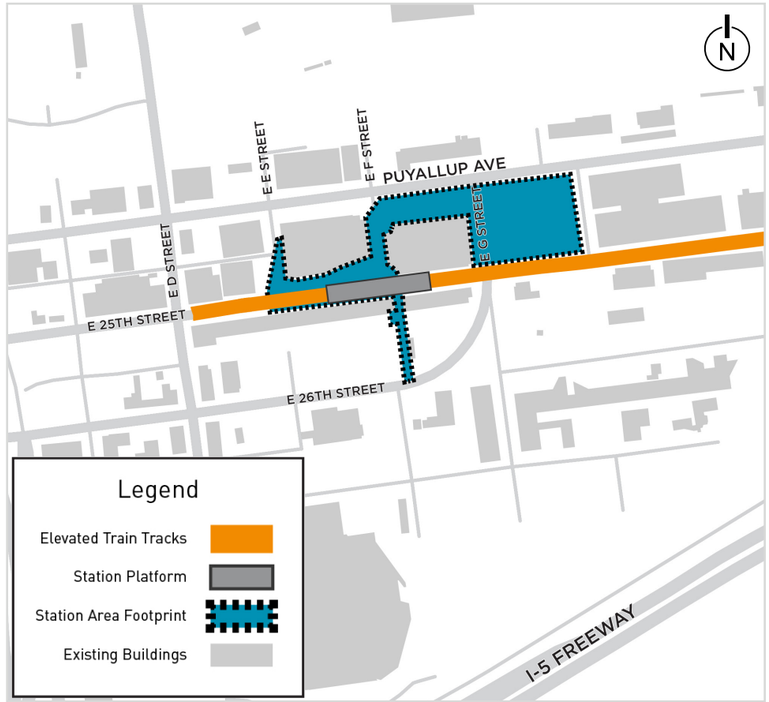
These projects include the construction of bicycle facilities, such as bicycle lanes, and/or sidewalks.

- **TD 2** Puyallup Avenue Improvements for Pedestrians and Bicycles
- **TD 4** Prairie Line Trail Final Phase from S 21st Street to S 25th Street
- **TD 7** E 25th Street Sidewalks
- **TD 8** E 26th Street Sidewalks
- **TD 9** East D Street Bike Lanes between E 21st Street to Wright Avenue
- **TD 10** E Dock Street Bicycle Improvements



Tacoma Dome Stations

There are four potential station locations in the Tacoma Dome station area: Tacoma 25th Street-West Station, Tacoma 25th Street-East Station, Tacoma Close to Sounder Station, and Tacoma 26th Street Station. All of the Tacoma Dome station locations would integrate with the Tacoma Dome transit center and would provide nearby transit access to the Tacoma Dome Event Center. The Tacoma Dome Station transit center is connected to downtown Tacoma and the Stadium and Hilltop communities via Tacoma Link light rail. Bus service to the Tacoma Dome station may increase, requiring new investment in either expanding or relocating the existing bus facility at Puyallup Avenue and East G Street. Each station location illustrates a different approach or location for the newly expanded facility. Potential options for active and layover bus facilities are shown beginning on page 87.



Tacoma 25th Street-West Station

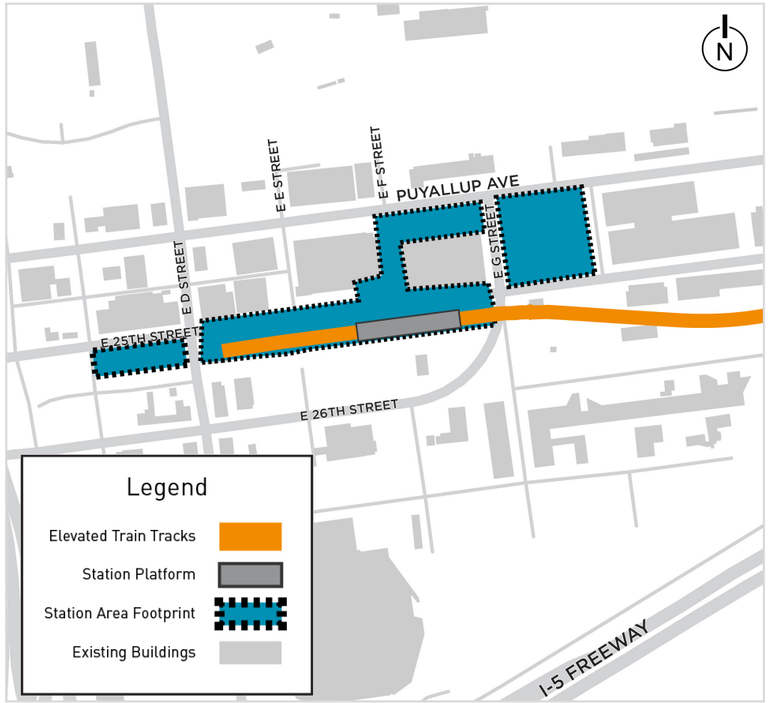
The Tacoma 25th-West Station would be located above E 25th Street just west of East G Street. The station would be an elevated station with a mezzanine and a center platform. The existing Tacoma Dome Station Parking Garage would border the station to the north.

Tacoma 25th Street-East Station

The Tacoma 25th Street-East Station would be located above E 25th Street just east of East G Street. The station would be an elevated station with a mezzanine and a center platform. The existing Tacoma Dome Station Parking Garage would border the station to the west.

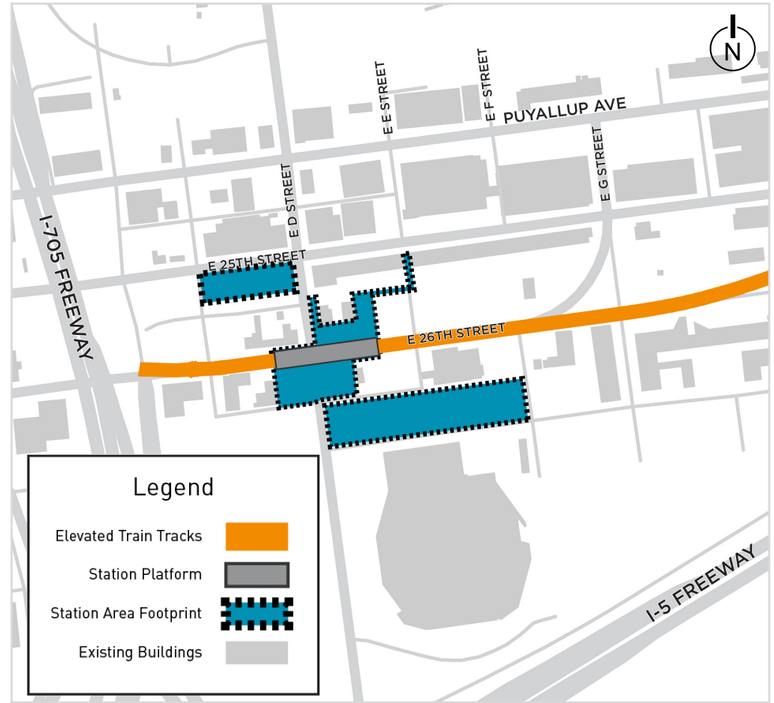
Note that the station area footprint includes all potential construction staging areas as well as space needed to accommodate parking.

Tacoma Dome Stations



Tacoma Close to Sounder Station

The Tacoma Close to Sounder Station would be located where Freighthouse Square is located, to the south of E 25th Street. The station would be an elevated station with a mezzanine and a center platform. The existing Tacoma Dome Station parking garage would border the station to the north.



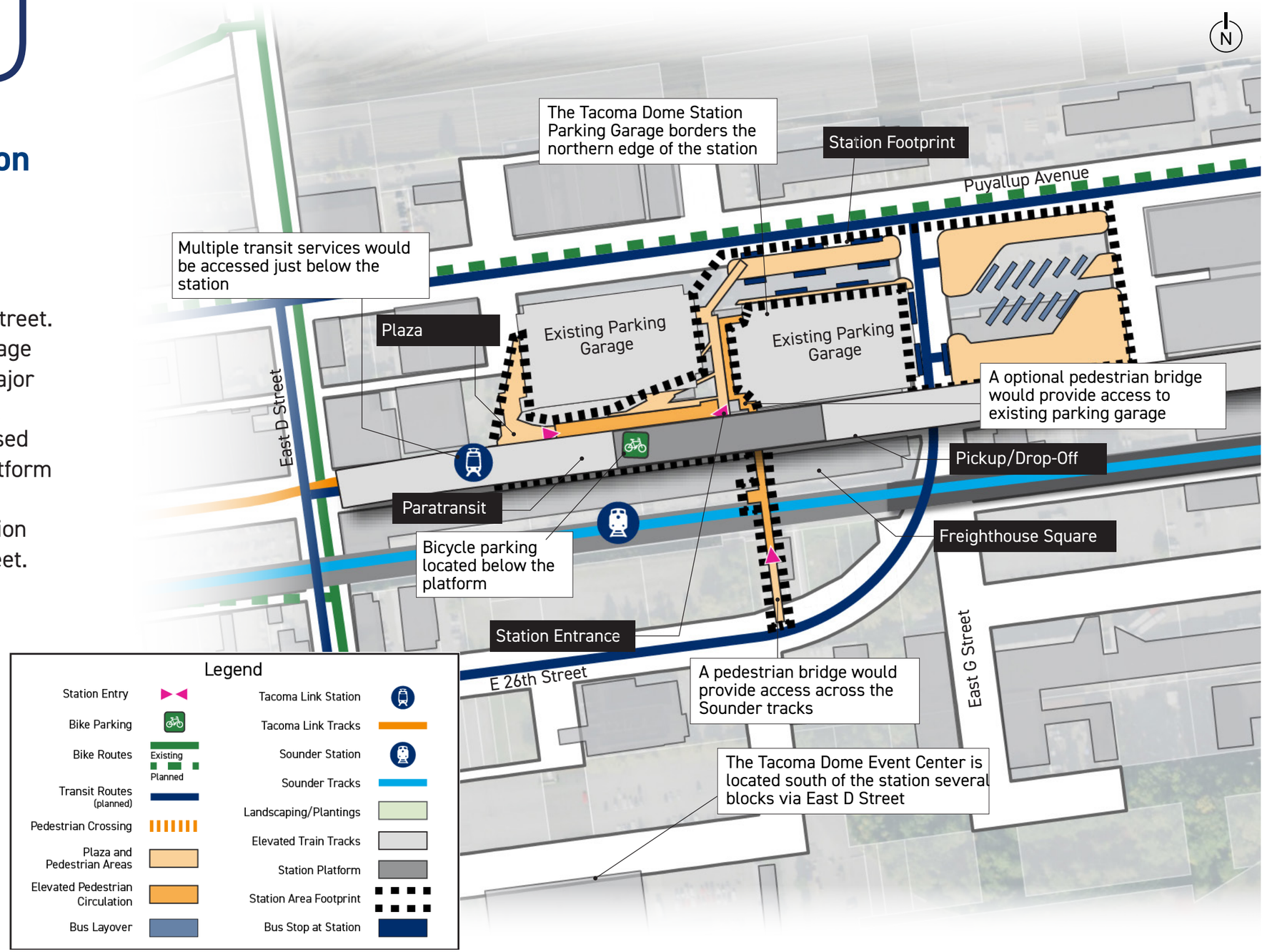
Tacoma 26th Street Station

The Tacoma 26th Street Station would be located above E 26th Street at the intersection of East D Street. Station entrances would be located on either side of East D Street. The station would be an elevated station with a mezzanine and a center platform. The station woud be connected to the Sounder/Amtrak train platforms and to 25th Street E via a pedestrian bridge.

Tacoma Dome Stations

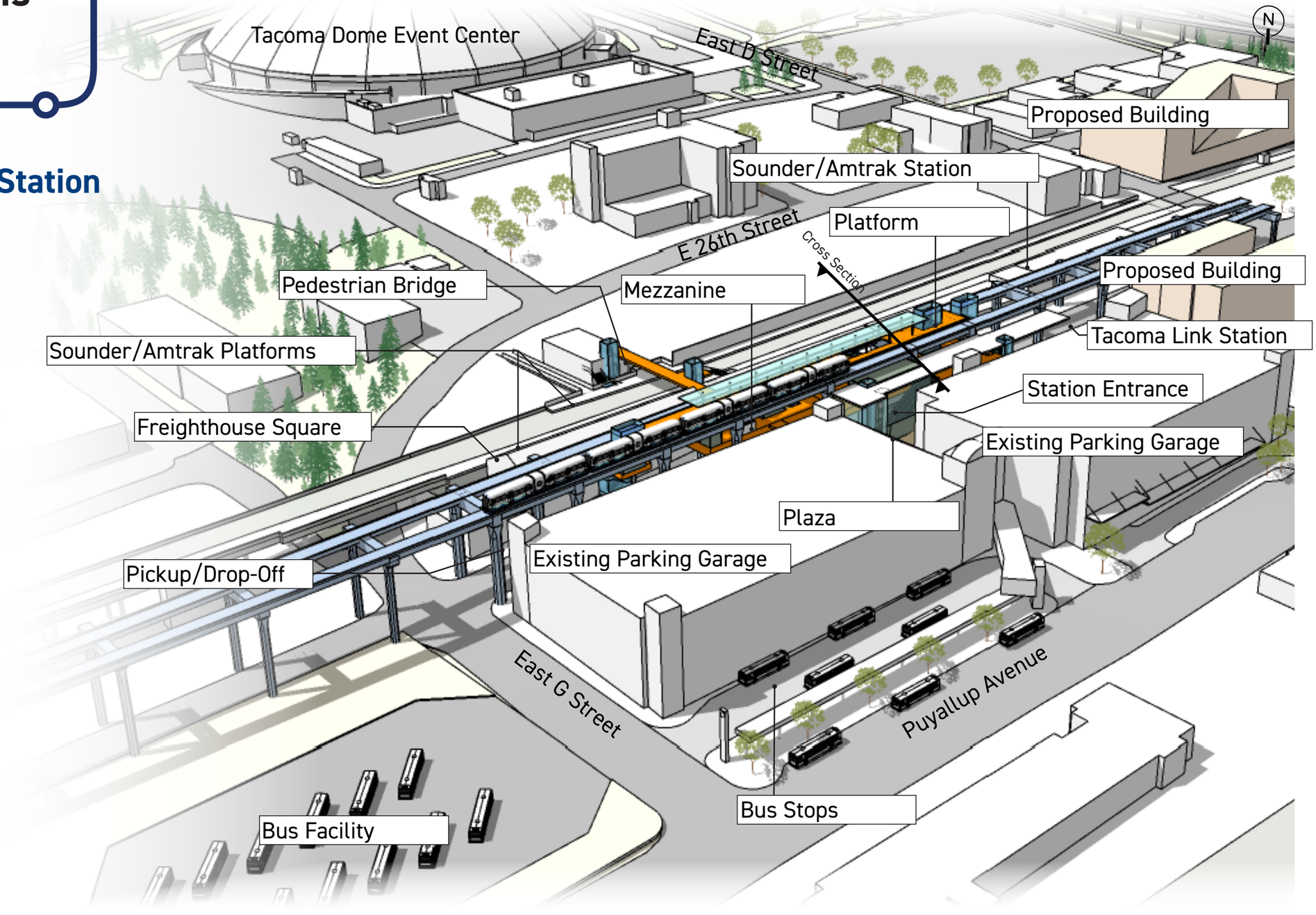
Tacoma 25th Street-West Station Station Context Plan

The Tacoma 25th Street-West Station would be located over E 25th Street just west of East G Street. The existing Tacoma Dome Station Parking Garage would flank the northern edge of the station. Major transit services, such as Tacoma Link, Sounder, and Amtrak/Amtrak Cascades, would be accessed below the Tacoma 25th Street-West Station platform on E 25th Street. A grade-separated pedestrian bridge would also provide access from the station mezzanine to Sounder platform and E 26th Street.



Tacoma Dome Stations

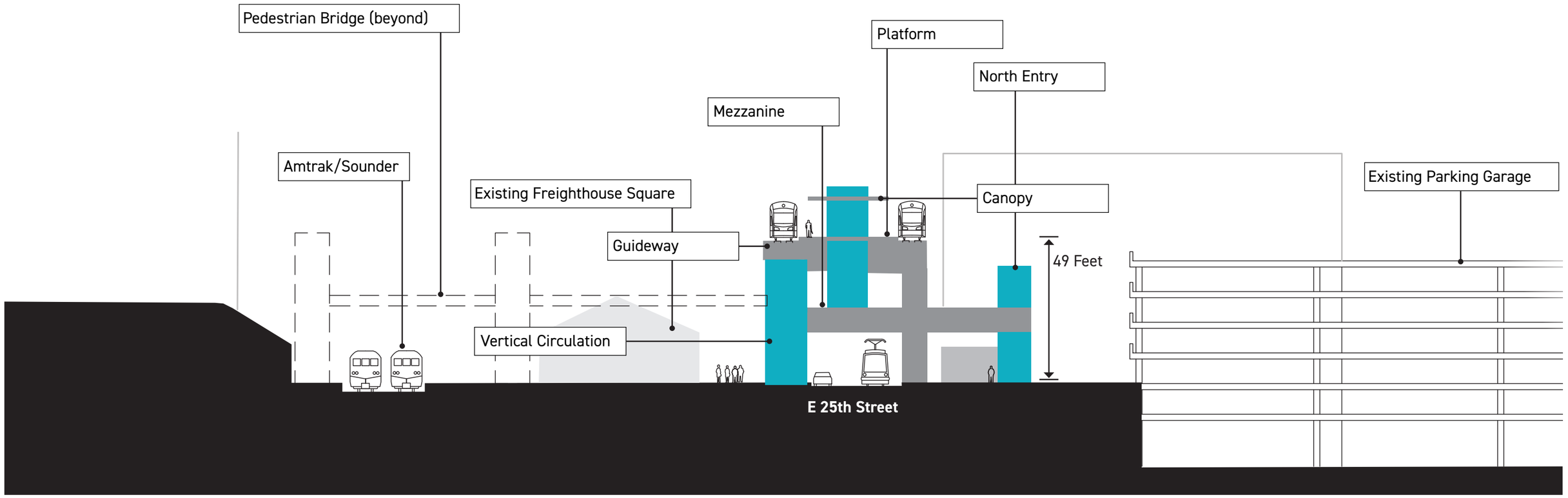
Tacoma 25th Street-West Station
A Look at the Station



Aerial View of the Station

Tacoma Dome Stations

Tacoma 25th Street-West Station
A Look at the Station

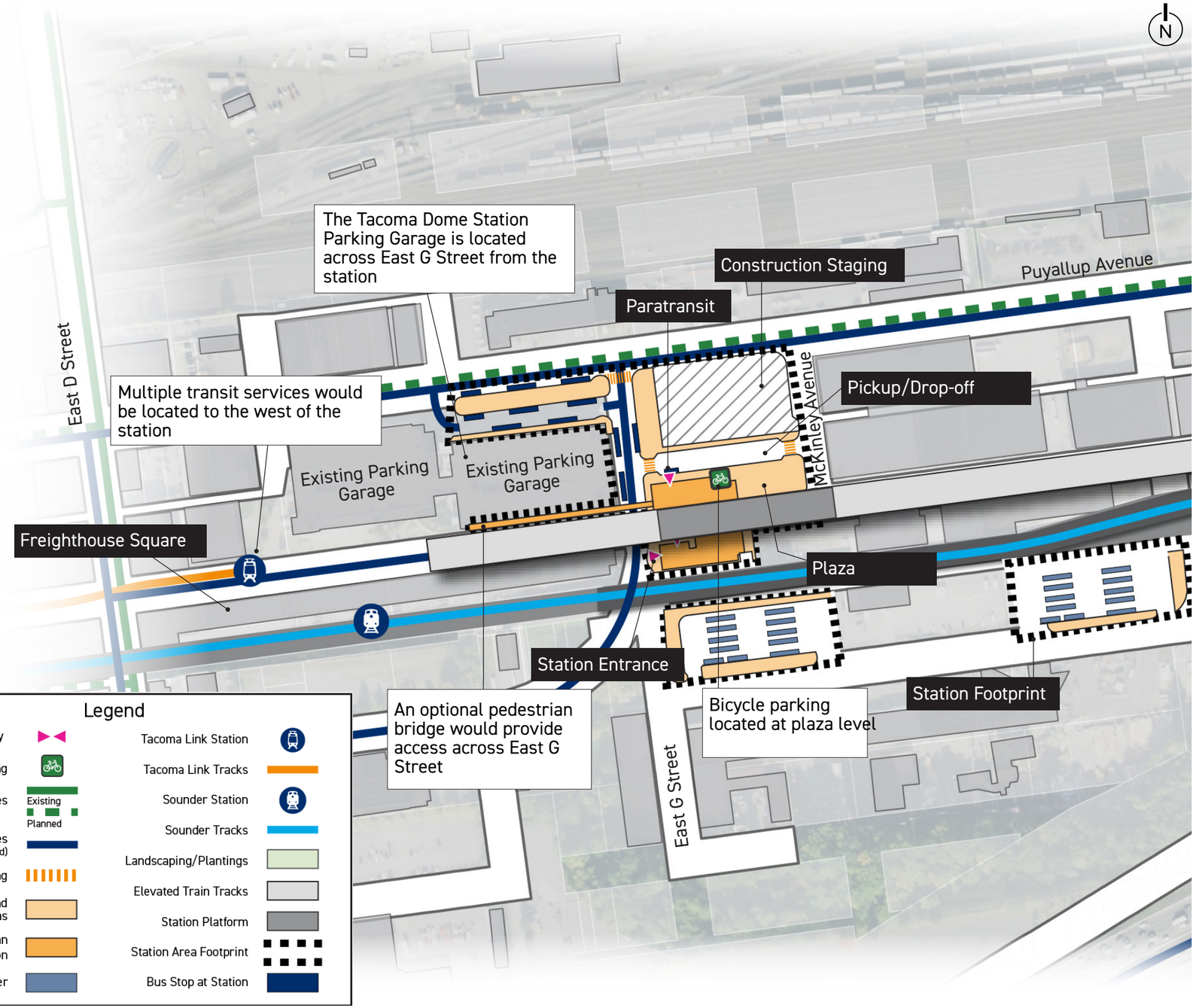


Station Cross Section - Looking West

Tacoma Dome Stations

Tacoma 25th Street-East Station Station Context Plan

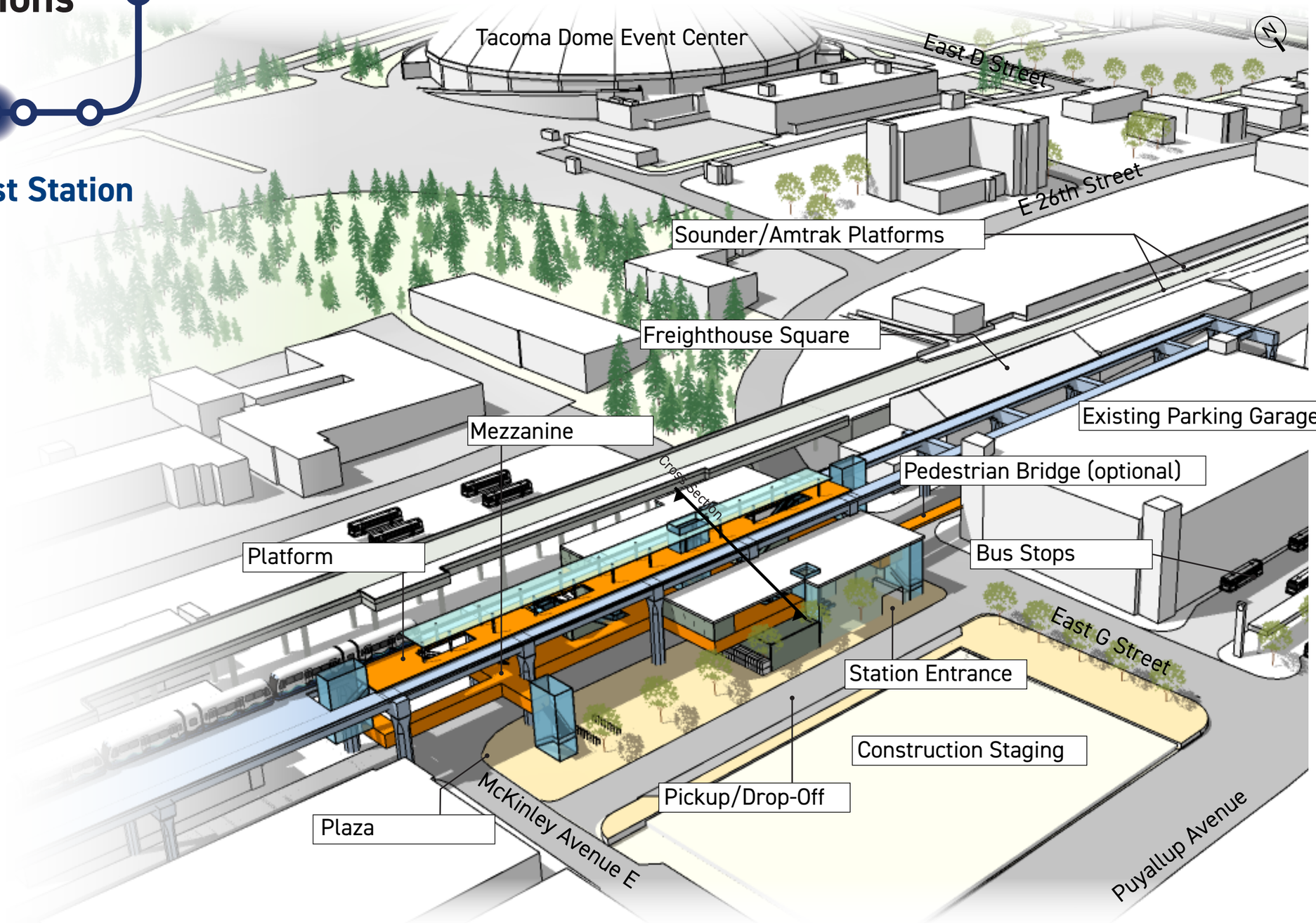
The Tacoma 25th Street-East Station would be located over E 25th Street just east of East G Street. The Tacoma Dome Station Parking Garage would be located to the northwest of the Tacoma 25th Street-East Station. Transfers to other transit services near the station would be completed via E 25th Street. An optional grade-separated pedestrian bridge could also provide access from the station mezzanine across East G Street to the parking garage, Tacoma Link, and Sounder and Amtrak/Amtrak Cascades passenger facilities.



Tacoma Dome Stations

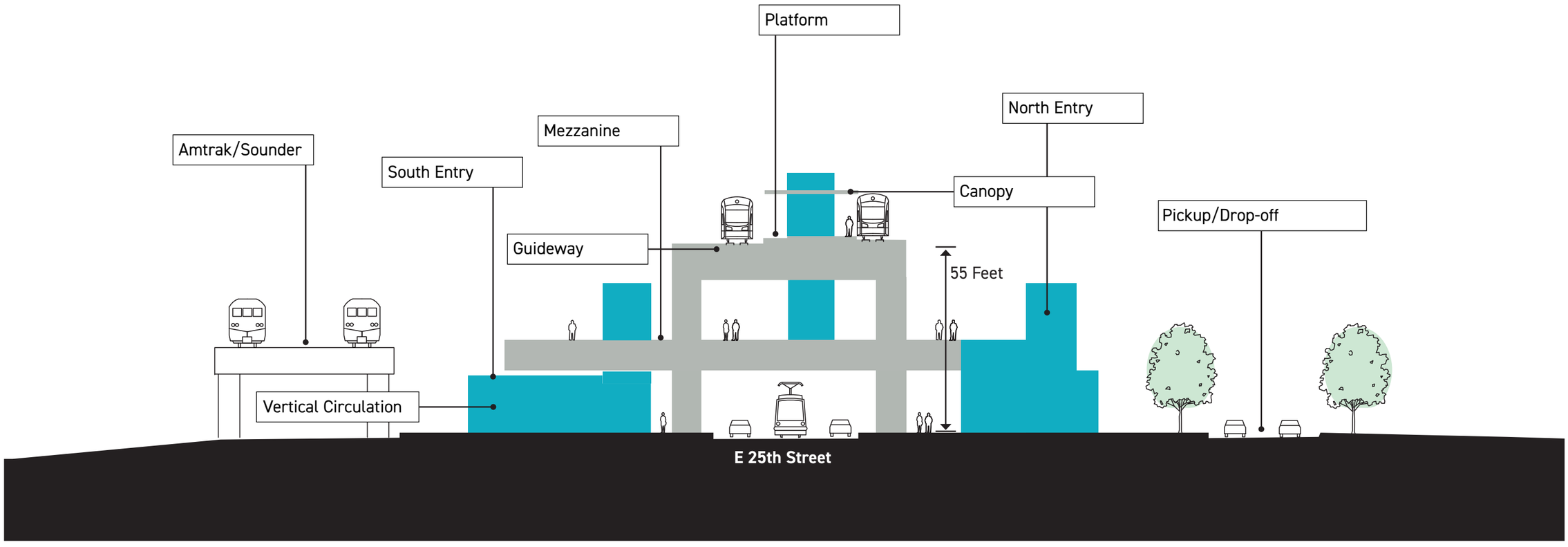
Tacoma 25th Street-East Station

A Look at the Station



Aerial View of the Station

Tacoma 25th Street-East Station
A Look at the Station

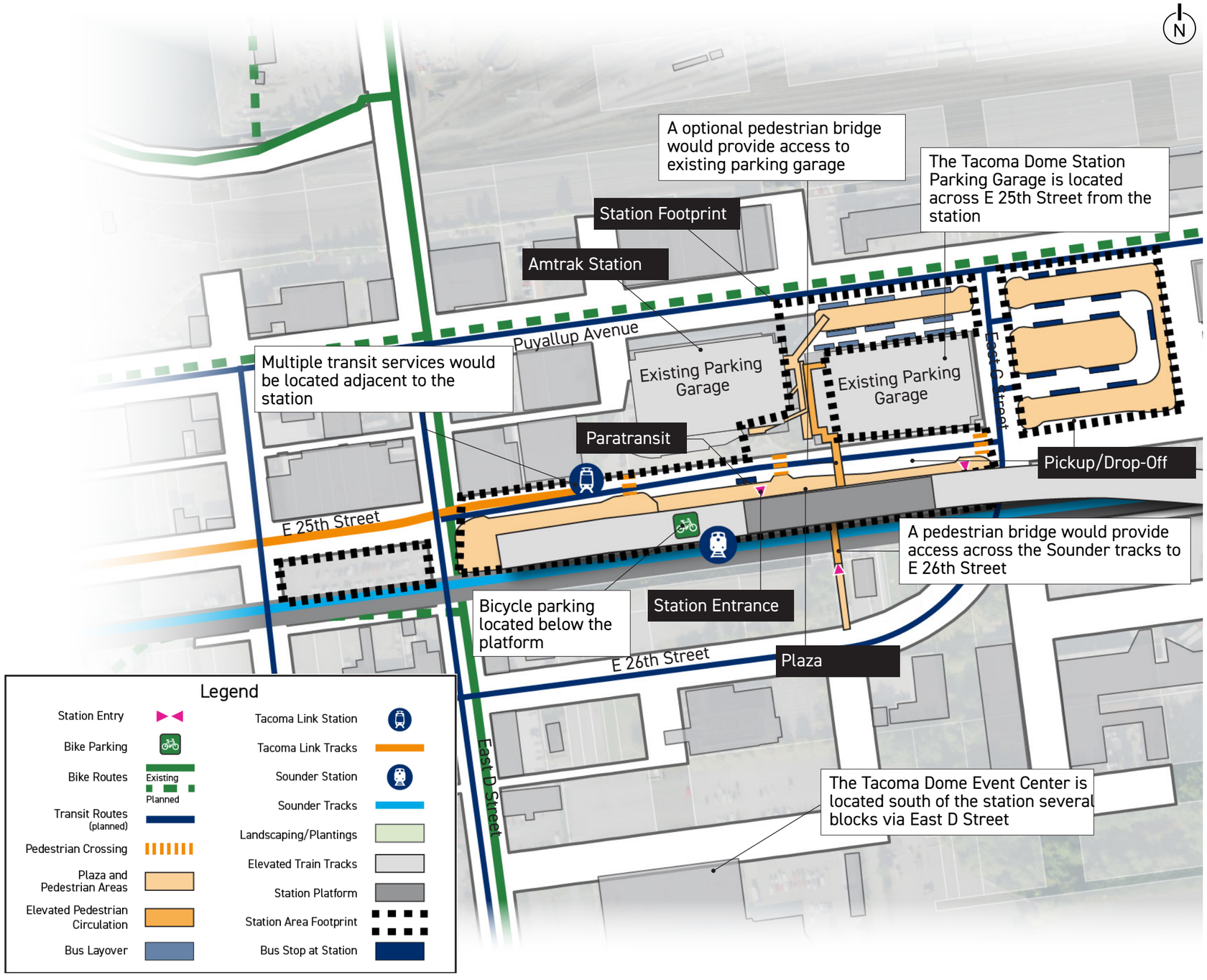


Station Cross Section - Looking West

Tacoma Dome Stations

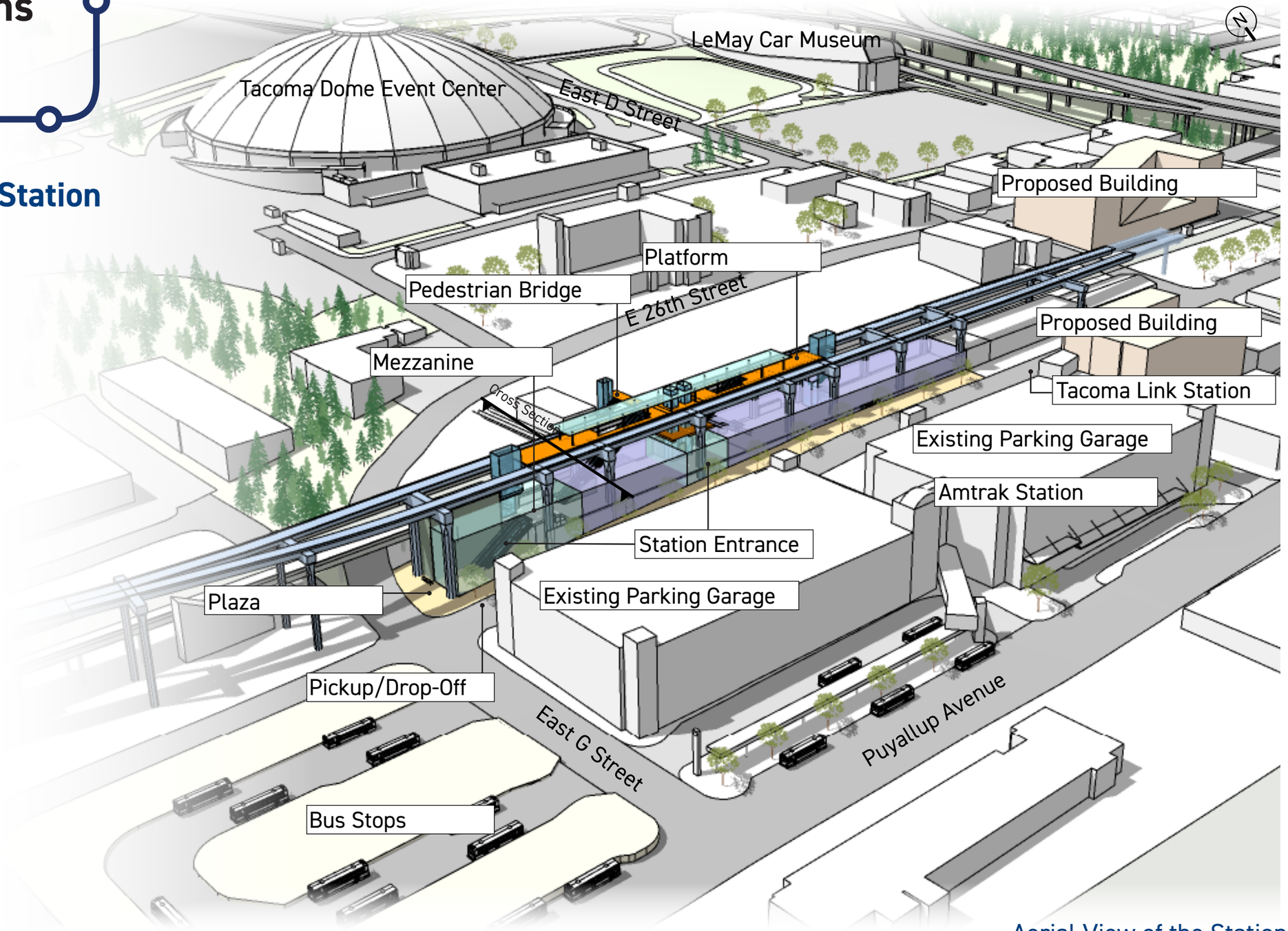
Tacoma Close to Sounder Station Station Context Plan

The Tacoma Close to Sounder Station would be located along the southern edge of E 25th Street near East G Street, over the site where Freighthouse Square is currently located. To the north and across E 25th Street, riders would be able to access the Tacoma Dome Station Parking Garage. Transfers to other transit services near the station would be completed via E 25th Street. A grade-separated pedestrian bridge would also provide access from the station mezzanine across the Sounder/Amtrak tracks and to E 26th Street. To build the Tacoma Close to Sounder Station, the existing Freighthouse Square would have to be removed. While the existing businesses in the building would have to be relocated, we are analyzing whether retail can be incorporated into this station to enhance the passenger experience.



Tacoma Dome Stations

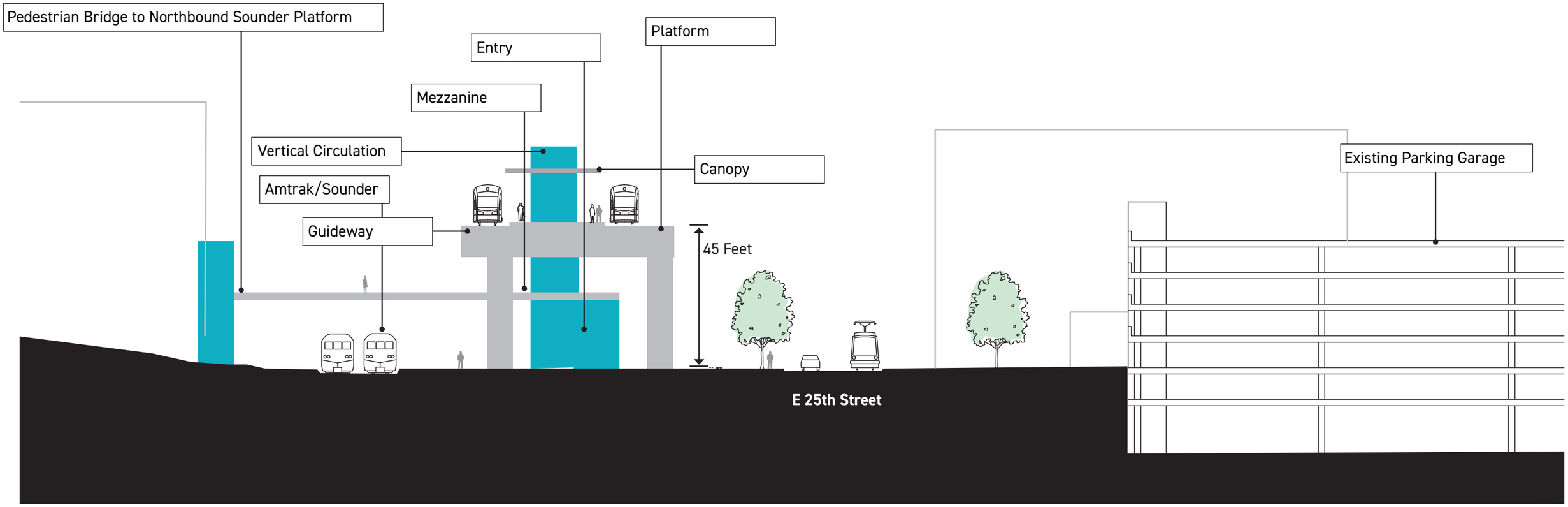
Tacoma Close to Sounder Station
A Look at the Station



Aerial View of the Station

Tacoma Dome Stations

Tacoma Close to Sounder Station
A Look at the Station

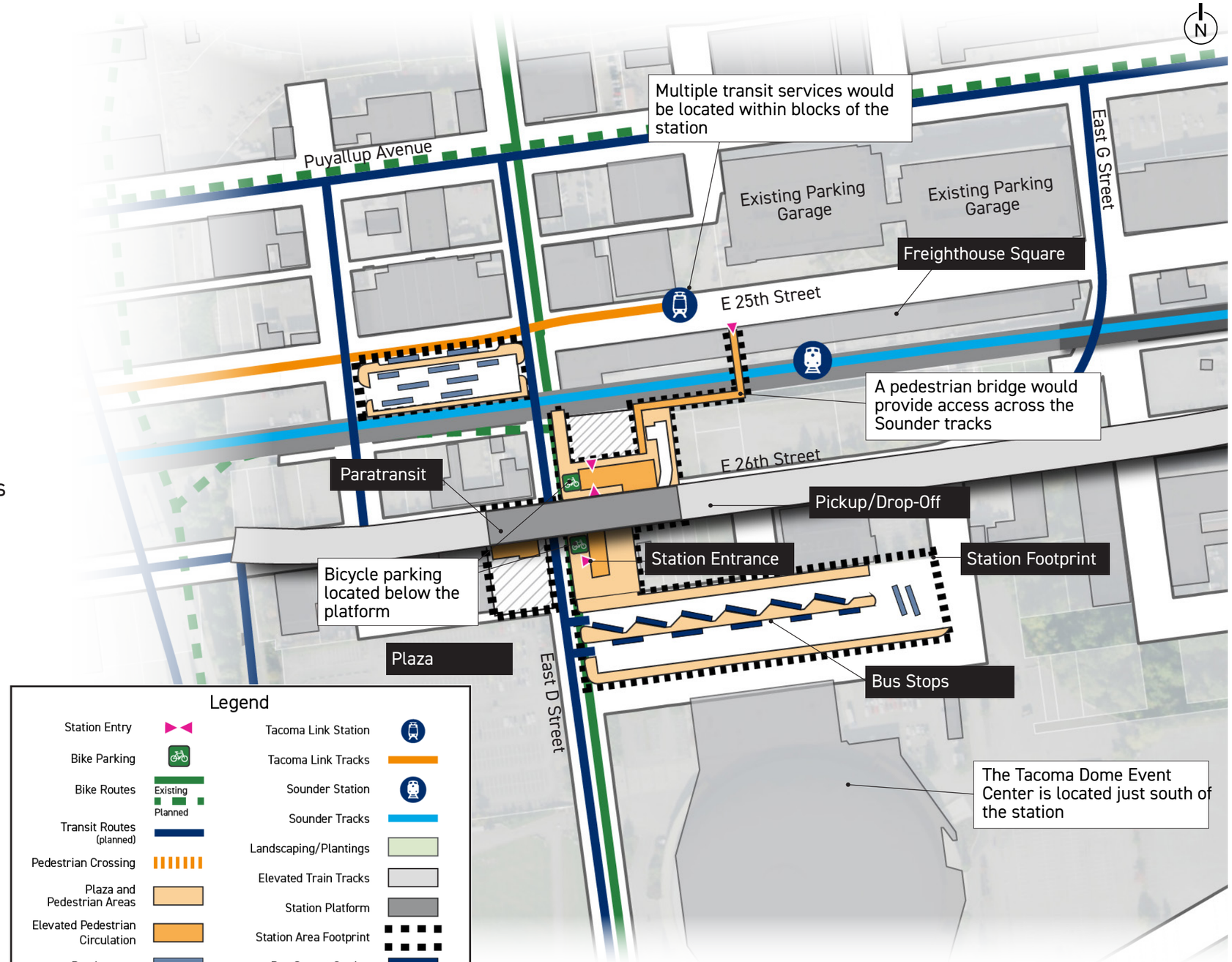


Station Cross Section - Looking West

Tacoma Dome Stations

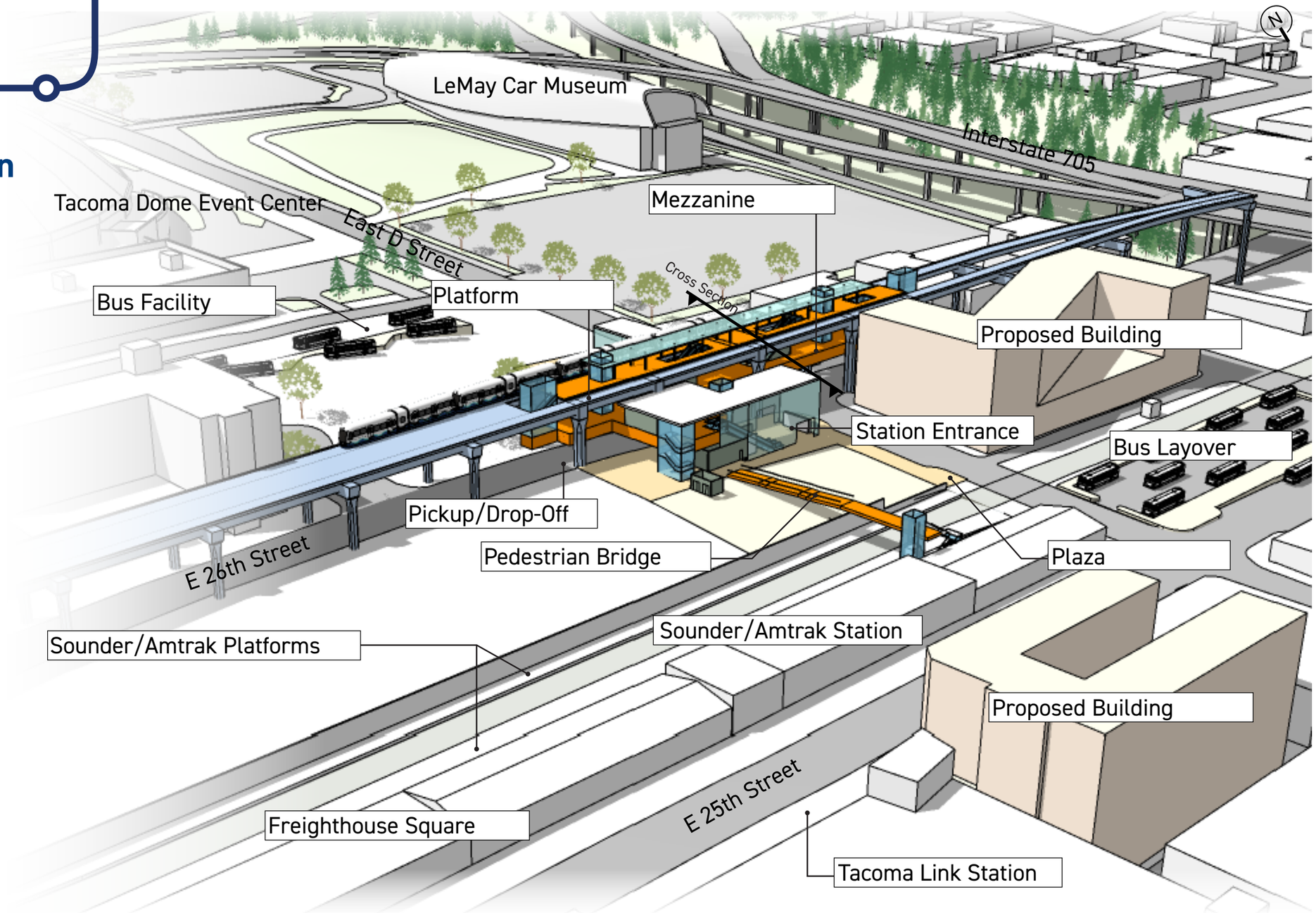
Tacoma 26th Street Station
Station Context Plan

The Tacoma 26th Street Station would straddle East D Street at E 26th Street. This station would be just a block from the Tacoma Dome Event Center, making it the closest station location to the event center. However, it is further from some other transit services, including Tacoma Link, Sounder, and Amtrak, located to the north on East D Street. The bus facility would be moved to a location just south of the station at E 27th Street, east of East D Street.



Tacoma Dome Stations

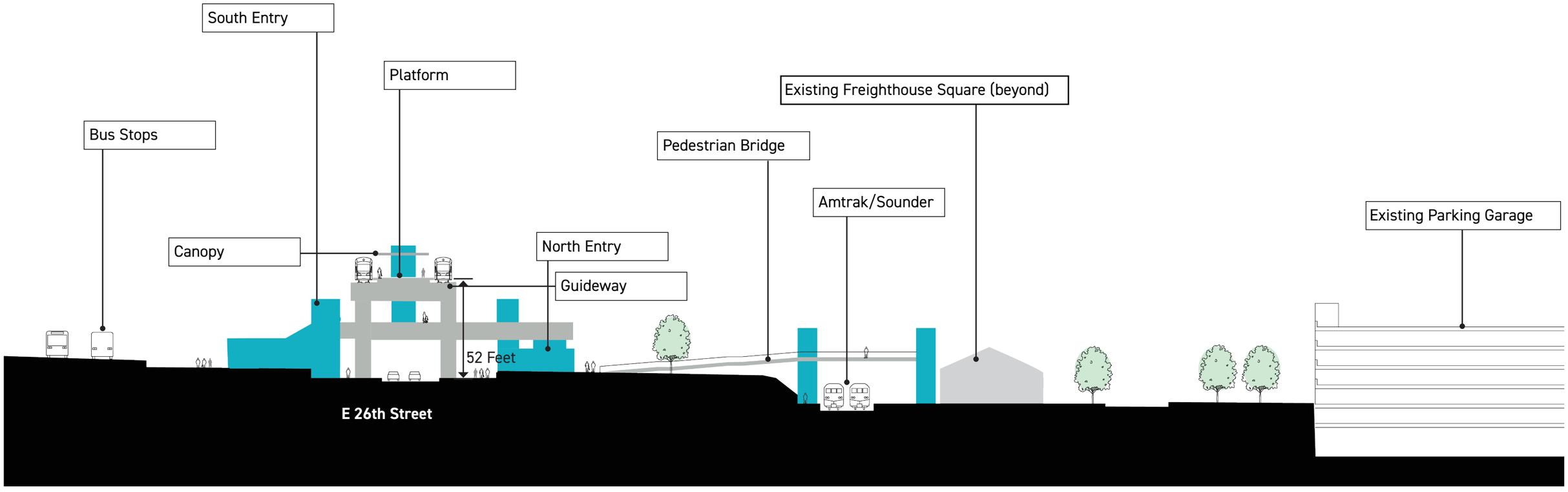
Tacoma 26th Street Station
A Look at the Station



Aerial View of the Station

Tacoma Dome Stations

Tacoma 26th Street Station
A Look at the Station



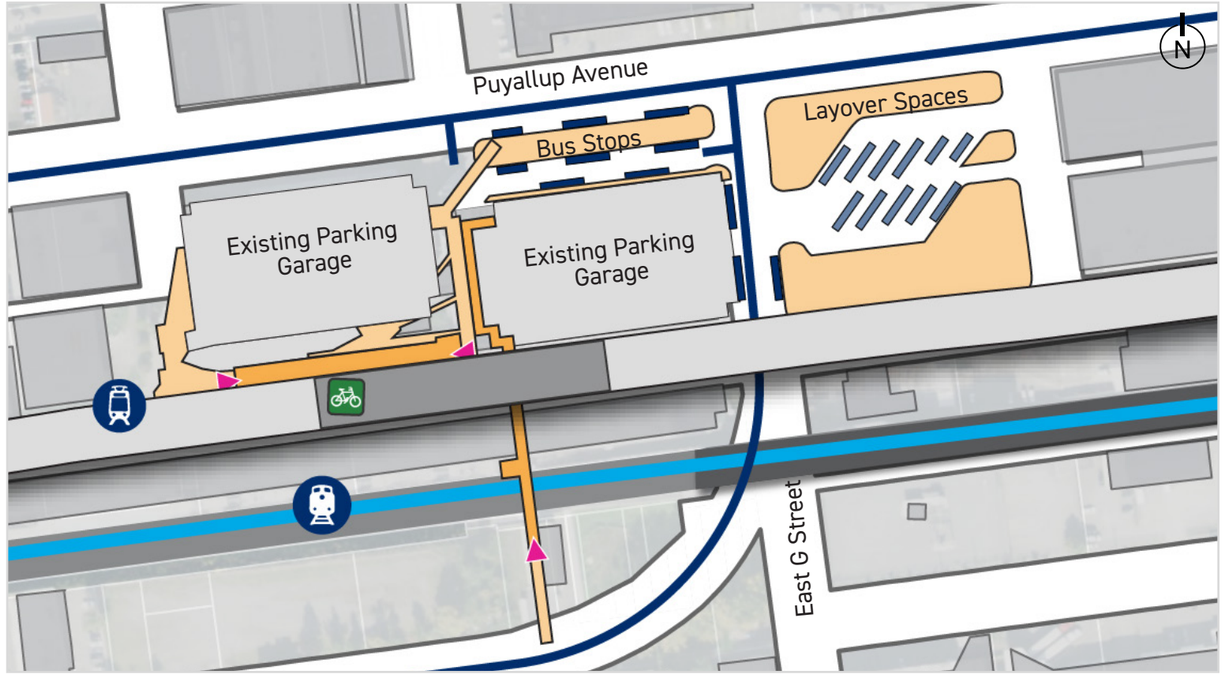
Station Cross Section - Looking West

Tacoma Dome Stations

Bus Transit Options

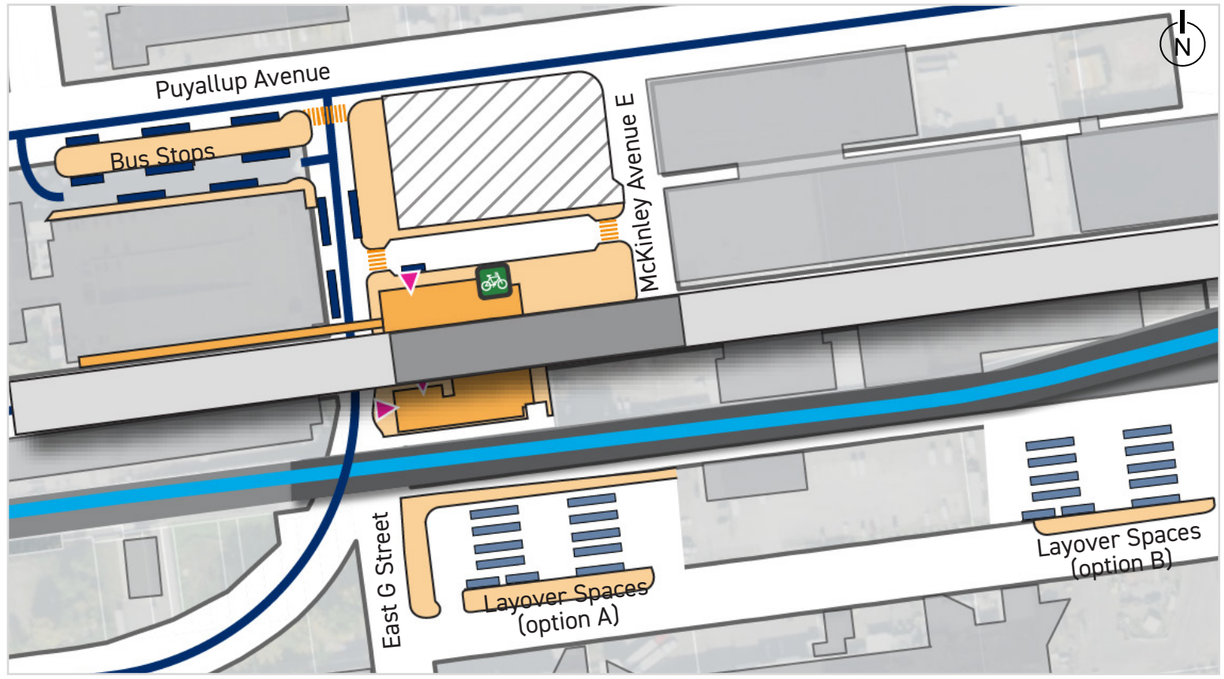
Based on our work with local transit partners, we expect the Tacoma Dome station to have even more bus service by the time TDLE begins service. This would require expanding or relocating the existing bus facility on Puyallup Avenue and East G Street. In the Tacoma Dome station area, six different active and layover bus transit options have been developed. For illustrative and analysis purposes, each of the station locations are depicted being "paired" with a bus facility. However, each option could be paired with any of the Tacoma Dome station locations (though some options are closer and more convenient to a particular station location than others). All of the transit options would accommodate 11 active bus stops and 11 layover spaces. Layouts of the six transit options are shown on this page and the following two pages.

Puyallup Avenue Transit Plaza (Existing) with Ajacent Layover Plaza



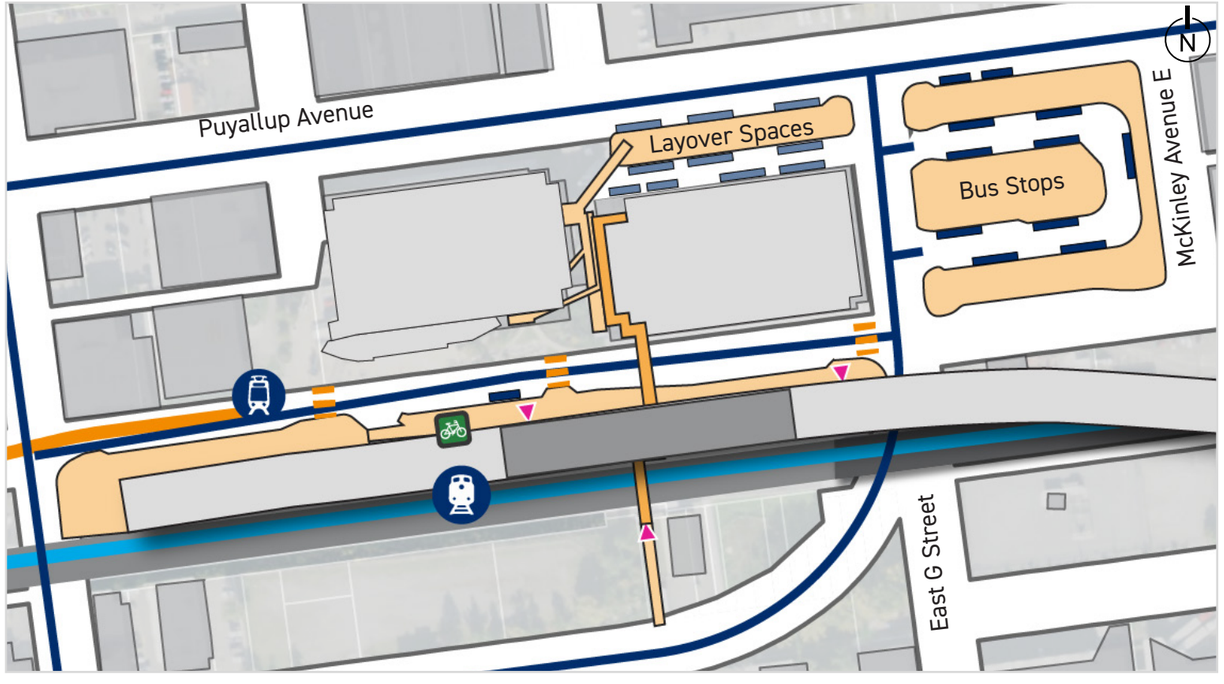
Puyallup Avenue Transit Plaza (Existing) with Layover Plaza at E 26th Street and East G/J Street

Two bus layover options (A and B) are shown on E 26th Street; only one location is needed.

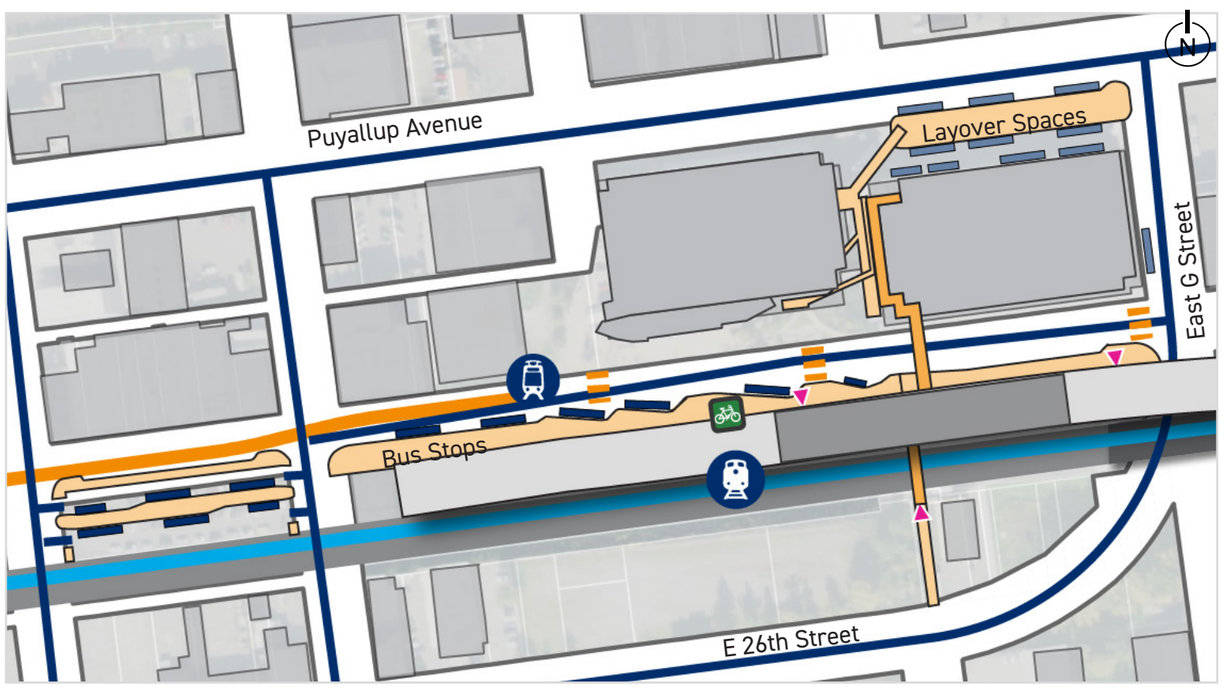


Tacoma Dome Stations

New Bus Plaza East of East G Street with Puyallup Avenue Layover Plaza

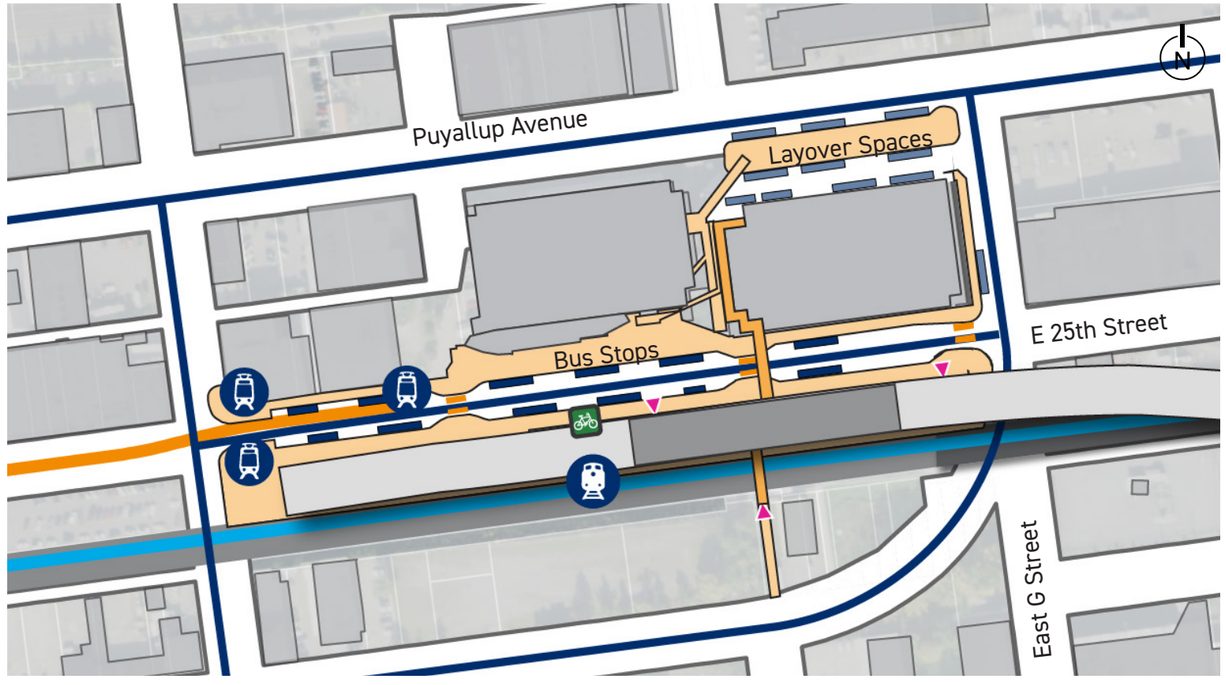


E 25th Street Eastbound On-Street Bus Facility with Layover Plaza at E 25th Street and East C Street

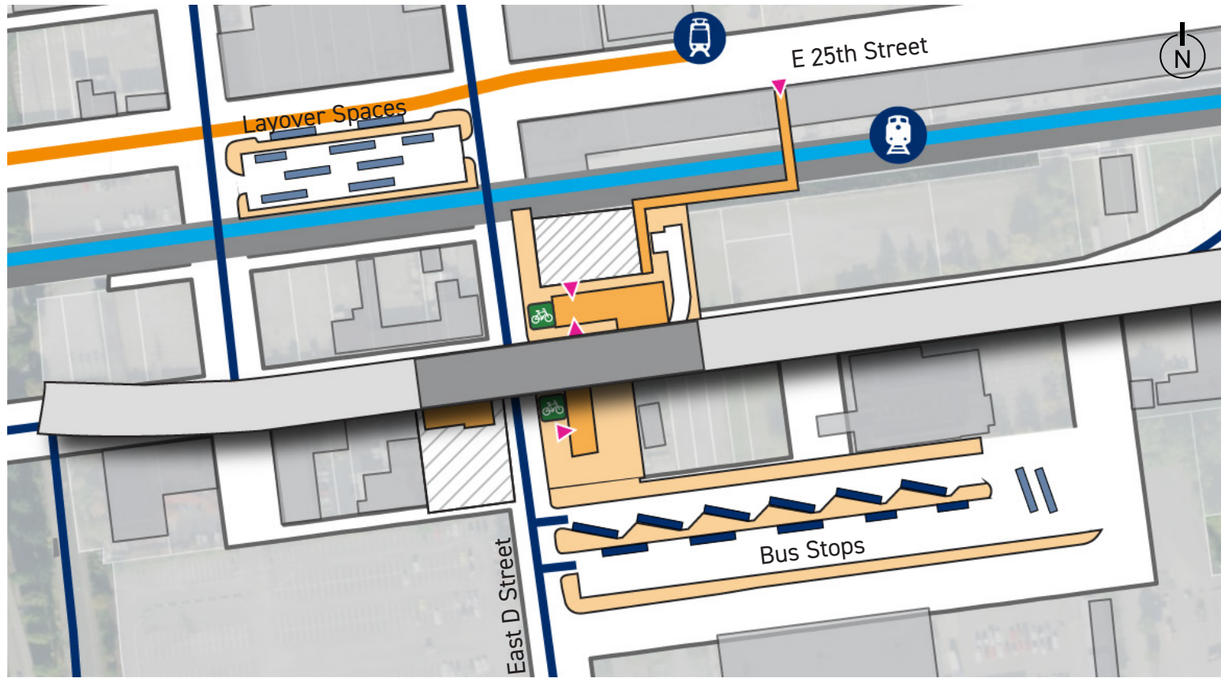


Tacoma Dome Stations

E 25th Street Two-Way On-Street Bus Facility with Puyallup Avenue Layover Plaza



Bus Plaza at E 27th Street and East D Street with Layover Plaza at E 25th Street and East C Street



Glossary

ADA curb ramp
Ramp that enables people using wheeled personal mobility devices (such as walkers, wheelchairs, or strollers) to safely transition between a crosswalk and curbed sidewalk.

Bus layover area
Area designated for parking of buses that are not currently in service.

Mezzanine
An intermediate level at a station that surrounds a double-height space. A mezzanine can be elevated or below ground.

Multi-modal
Multi-modal refers to a plan, corridor, or location that supports more than one transportation mode. Transportation modes include walking, cycling, rolling, taking public transit, traveling by rideshare or personal vehicles.

Paratransit
Paratransit transportation provides individualized rides for people with mobility challenges that prevent them from using accessible, fixed-route bus service.

Personal mobility device
A wheeled device that facilitates transportation by an individual. Devices could include powered wheelchairs, bikes, tricycles, scooters, skateboards, hoverboards, uni-wheels, and onewheels.

Transit oriented development (TOD)
Pattern of development that includes a mix of residential, commercial, and civic uses near a transit station, including affordable housing and other community-oriented uses. TOD helps to harmonize the relationship between land use and transit, with more residences and jobs accessible from transit, and vice versa. TOD is influenced through real estate markets, zoning, and location of transit and is implemented through individual decisions by property owners and developers.